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Operations

CONTINGENCY AND WARTIME MOBILITY AIRFIELD OPERATIONS MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 10-2, *Operations, Readiness*, 1 March 1997. It describes basic procedures, facilities, organizations, manpower, and materiel needed by the AMC Commander to provide the capability to operate at worldwide locations through the use of deployable command and control (C2), aerial port services, aircraft maintenance elements and other mission support forces.

SUMMARY OF REVISIONS

This is the first publication of AMCI 10-202, Vol 4, revising AMCR 55-3, Vol 4. This revision provides basic policy and guidance relevant to planning, deploying, supporting, and using Tanker Airlift Control Elements (TALCE), Mission Support Teams (MST), Air Expeditionary Groups (AEG), and other special purpose teams to provide Global Reach Laydown (GRL) in support of air mobility operations. It defines home station and deployed structures; establishes command relationships for Air Mobility Squadrons (AMS); Air Mobility Operations Squadrons (AMOS), Airlift Control Squadrons (ALCS), AMC OCONUS Air Mobility Control Flights (AMCF), Airlift Control Flights (ALCF), 18 OSS/OSD (PACAF TALCE) Kadena AB, Japan, and 86 AMS (CRG) Ramstein AB, Germany. It sets the minimum standards for qualifications, selection, and training of assigned personnel; deployed and in garrison operating procedures; the AMC Airfield Survey Program; the Mobility Air Reporting and Communications (MARC) system maintenance program; and the AMC Affiliation Program. Except as otherwise noted, this instruction applies to AMC AMS/ALCS/AMCF, USAFE AMS, PACAF TALCE, Air Force Reserve Command (AFRC) and Air National Guard (ANG) Airlift Control Flights (ALCF). The terms "AMS, AMCF, ALCS, ALCF, and PACAF TALCE are interchangeable with, and will be described using the term “Air Mobility Control Unit (AMCU)” unless otherwise stated. Headquarters Air Mobility Command is the lead command and proponent for this instruction. This publication applies to the Air National Guard when published in the ANGIND 2, and Air Force Reserve Command when published in AFRC Index 2, Numerical Index of Applicable Gaining Command Publications.

Chapter 1

GENERAL

1.1. Introduction. Military forces are required to rapidly mobilize and deploy in support of national objectives. As a component of United States Transportation Command (USTRANSCOM), Pacific Command (PACOM), and European Command (EUCOM), AMC, PACAF, and USAFE respectively provide support for the global engagement of US forces. AMC established a global command and control (C2), and mission support network consisting of fixed and mobile organizations to manage, coordinate, support, and control air mobility missions. The mobile organization responsible for providing on-site management of mobility airfield operations is the Tanker Airlift Control Element "TALCE". It is established at deployed locations where USAF air mobility operational support is insufficient or non-existent. It provides C2 and communications, aerial port services, aircraft maintenance, and may contain mission support elements (MSE) from functional areas such as security forces, weather, intelligence, and other critical elements needed to ensure a safe and highly efficient airfield for air mobility operations. It deploys in support of Special Assignment Airlift Mission (SAAM), Joint Airborne Air Transportability Training (JA/ATT), exercise, tanker support, contingency and emergency relief missions on a planned and/or no-notice basis. Active duty Air Mobility Operations Group (AMOG) AMSs, and the USAFE 86 Contingency Response Group (CRG)/86 AMS provide a core capability which consists of C2, communications, aerial port, and aircraft maintenance. All other units referenced in this instruction only provide TALCE C2 and communications personnel only.

1.2. Application. This regulation applies to all units capable of providing a TALCE command element, personnel, materiel, and supplies in support of TALCE operations. The term "TALCE" describes resources and operations involved in mobile C2, operational management, and mission support under the supervision of a TALCE certified individual. All references to AMCU apply equally to all AMSs, ALCSs, AMCFs, ANG and AFRC ALCFs, PACAF TALCE, and USAFE AMS unless otherwise noted. Likewise, all references to TALCEs apply equally to Mission Support Teams (MSTs) unless otherwise noted.

1.3. Purpose and Scope. The purpose of this instruction is to define responsibilities and provide basic guidance for the management and employment of a TALCE. It defines responsibilities and tasks that each organization must accomplish with established minimum requirements. It does not dictate how to fully accomplish those tasks or limit unit prerogatives to establish their own procedures, standards, and goals commensurate with this instruction. Decision making responsibility and accountability is empowered to the lowest level having knowledge and experience to make those decisions. Specific taskings, procedures, and management directives will be provided by direct communication to the units involved through verbal instructions, messages, or letters from HQ AMC Directorate of Operations/Operations Management Division/Mobile C2 Branch "HQ AMC/DOOM," Air Transportation Programs "HQ AMC/DOZX," AMC TACC/Global Readiness Directorate "HQ AMC TACC/XOP", or Global Channel Operations "HQ AMC TACC/XOG", or the Air Mobility Operations Control Center (AMOCC) respective counterparts in the PACAF or USAFE theatre. This instruction contains policy on qualification, selection, and training of core TALCE members. In addition, it prescribes operating procedures; the AMC airfield survey program; the AMC affiliation program; TALCE communications maintenance program; TALCE management structure; and TALCE working relationships.

1.4. Mission. Provide the capability to operate at worldwide locations where little or no operational support exists. In an AMS, the TALCEs command and control, aerial port, and aircraft maintenance elements make up the core TALCE members. (In all other AMCUs covered by this instruction, the core TALCE members consist of command and control, and communications personnel only). As a critical component of Global Air Mobility Support System (GAMSS), the core TALCE C2 element provides command leadership and management of deployed forces; the aerial port element provides cargo and passenger handling services required to meet operational requirements; and the aircraft maintenance element provides basic en route assistance required for supporting transiting aircraft. In order to meet these objectives, the following specific missions must be accomplished:

1.4.1. Establish and operate TALCEs to provide operational management of mission support activities and assets at designated mobility airfields. This includes command and control, communications, aerial port unit move mission support capabilities, and aircraft maintenance to provide aircraft support to launch, recover, and refuel transit aircraft. Additionally, the capability to sustain operations under bare-base conditions when unit self-sufficiency is required.

1.4.2. Deploy MSTs to manage air mobility operations and provide support to airlift users in moving passengers and cargo under circumstances when a TALCE is not required or unavailable.

1.4.3. Conduct airfield surveys to assess the capability and limitations of specified airfields in support of planned or anticipated air mobility operations.

1.4.4. Provide training in air mobility contingency load planning and equipment preparation to all airlift users.

1.4.5. Provide communications support for deployed C2 operations.

1.4.6. Deploy a TALCE management cell to the Air Mobility Element (AME)/Air Mobility Division (AMD), if formed, to monitor and manage TALCEs deployed within an assigned area of responsibility (AOR).

1.4.7. Provide stage crew management at TALCE locations (4 crews or less).

1.5. TALCE Military Essentiality Status and Priority. Through its service components, the Department of Defense (DoD) identifies and prioritizes essential military manpower, materiel, and programs to ensure proper management and allocation of critical resources.

1.5.1. Per AFI 38-204, *Programming USAF Manpower*, TALCE personnel are designated a direct combat support unit with a military essentiality status (MES) code A. This is the data code used in the unit authorization file (UAF). TALCE core manpower positions do not require active engagement in combat; however, TALCE personnel duties are critical to combat operational success and could subject the TALCE to hostile actions.

1.5.2. In accordance with AFI 16-301, *USAF Air Force Priority System for Resources Management*, a TALCE, as a direct combat support unit, has a DoD force activity designator (FAD) essentiality rating of FAD II and a precedence rating of 2-01 through 2-10 (FAD IV and a precedence rating of 4-01 through 4-10 for ANG and AFRC).

1.6. Description. Selected MAJCOM units will have TALCE core personnel and equipment assigned.

1.6.1. In-Garrison (Home Station). The AMCU commander/flight chief is responsible for selecting, manning, training, and equipping TALCE personnel, as well as overall mission planning, coordinat-

ing, and mobilizing in support of mission taskings. The AMCU commander/flight chief will ensure personnel and equipment are marshaled and ready to load aboard an aircraft within 12 hours of notification (36 hours for ANG and AFRC forces).

1.6.2. Tanker Airlift Control Element (TALCE). TALCE describes the composite group of deployed AMCU core and all Mission Support Elements (MSE).AMCUs may deploy in support of various operations by the direction of the National Command (NCA) and the responsible MALCOM. An officer who has been certified as a TALCE commander will command a TALCE. TALCEs conduct worldwide operations from mobility airfields ranging from fixed, enroute, or locations where command and control, and mission support is required but is inadequate or nonexistent. They provide minimum essential onload, offload, and en route aircraft mission support during deployment, employment, and redeployment operations. TALCEs will not be utilized in a sustainment role and normally do not change operational control (CHOP) without National Command Authority (NCA) approval.

1.6.3. Mission Support Team (MST). A MST performs the same functions as a TALCE, but on a smaller scale. An enlisted supervisor (7-level or above) trained within the AMCU and certified by an AMCU commander/flight chief manages the MST. The MST chief is normally a loadmaster or boom operator as prescribed by the Unit Type Code (UTC) Mission Capability (MISCAP) Statement.

1.6.4. Airfield Survey Team (AST). AMCUs are responsible for conducting airfield surveys worldwide. An AST will be led by a core member certified to conduct airfield surveys. The airfield survey team chief tasked to conduct the survey will determine the composition of the AST. A typical AST might include safety, civil engineers (CE), special tactics team (STT), fire department (crash, fire, rescue), combat camera crew, explosive ordinance disposal (EOD), security personnel as required. ASTs will always deploy with a 1C0X1, (Airfield Manager) and when possible a 2A5X1, (Maintenance Crew Chief), and a 2T2X1, (Air Transportation Specialist).

1.6.5. Mission Support Element (MSE). MSEs provide a specific mission support capability other than the core command and control, logistics, or aerial port services. They may be deployed as an element of a TALCE or MST, or as a small scale stand alone entity. A MSE contains personnel and equipment, deployed, to support a specific mission or requirement at mobility airfields or off-line locations.

1.6.6. Affiliation Training Team (ATT). AMCUs are responsible for conducting the AMC Affiliation Program. An ATT consists of two qualified affiliation instructors responsible for conducting the equipment preparation course and the airlift planner's course. Both instructors will meet the requirements in paragraph **2.5.2.2.5.**

1.6.7. Contingency Load Planning Team (CLPT). A contingency load planning team provides on site load planning and equipment preparation assistance to major airlift users. The CLPT consists of three qualified affiliation instructors. One instructor will be MST qualified.

1.6.8. Communications Support Team (CST). CSTs are formed from the AMCU communications maintenance personnel. CSTs deploy in support of C2 communications requirements and may or may not be a part of a TALCE. An enlisted supervisor (7-level or above) trained within the AMCU and certified by an AMCU commander/flight chief manages a CST.

1.6.9. Wide Body Loader Team (WBLT), (AMOG only). Provides personnel for assembly/disassembly and operation of a wide body loader to load/off-load wide body aircraft on a 12 hour basis.

1.6.10. In-Transit Visibility (ITV), (AMS only). Provides support personnel to set-up and operate ITV equipment at passenger and cargo on/offload locations.

1.7. General Policies. The following policies apply to TALCE's, ASTs, ATTs, CSTs, MSTs, WBLTs, and CLPTs,

1.7.1. Orders. Due to the frequency of TALCE commitments, the use of blanket orders is authorized and encouraged for Transportation Working Capital Fund (TWCF) operations (not applicable to ANG and AFRC forces). The following special authorizations are approved for inclusion in all TALCE mission temporary duty (TDY) orders. (This includes AF Form 938 used to order ANG and AFRC members to active duty).

1.7.1.1. TALCE members on active flying status are authorized additional crewmember (ACM) status on tanker/airlift aircraft.

1.7.1.2. During travel to and from a deployed location, and while at the deployed location (work load permitting) TALCE personnel on active flying status may update their flying currency on aircraft in which they are current and qualified. Personnel should obtain prior approval from the flying unit and be entered on the file copy AMC Form 41 or applicable theater command form, once that unit returns to home station.

1.7.1.3. All TALCE personnel IAW AMCI 11-208 are authorized mission essential ground personnel (MEGP) status to and from deployed locations. Flight deck seating is authorized with concurrence of the aircraft commander.

1.7.1.4. TALCE core personnel are authorized flight deck access and use of aircraft radios to coordinate mission information with the aircrew or other agencies.

1.7.1.5. When mission requirements dictate, orders will direct personnel to travel in civilian clothes.

1.7.1.6. Team integrity of TALCE personnel is essential.

1.7.2. Quarters. TALCEs will make every effort to use government or contract quarters at the deployed location. When deployed to a location where military lodging facilities are nonexistent or do not meet minimum Air Force standards (AFI 34-601, *Air Force Lodging Program*), the deployed TALCE commander or MST chief can elect to use commercial facilities. However, when force protection at the deployed location is a concern, the Commander of Air Force Forces (COMAFFOR) through the theater CINC, and under the authority of the Secretary of Defense (SECDEF) has TACON of all deployed forces for force protection and may require the TALCE to relocate or change billeting arrangements. AMC controlled TALCE commanders/MST chiefs are still required to contact the AMC Threat Working Group (TWG) and TACC/XOP for additional guidance and confirmation of existing threats. TACC/XOP will task additional ECS if required. Theater controller TALCE/MSTs will contact their theater TWG and AMOCC/XOP.

1.7.2.1. TALCEs/MSTs will deploy under field conditions only when adequate military/commercial billeting is not available, force protection is a concern, when deployed as exercise participants with approved Mission Essential Task Listing (METL) objectives, contingency, or for humanitarian operations tasked to deploy under field conditions. TALCE billeting, messing and any additional support requirements will be outlined in the exercise/contingency OPORD prior to the

actual deployment. Although TALCEs have bare base capability, responsibility for housing and feeding the TALCE is normally the responsibility of the exercise/theater host.

1.7.2.2. A class-A telephone must be readily available to TALCE commanders, MST, ATT, CLPT, AST, WBLT, ITV, and CST chiefs to meet AMC's commitment to worldwide operations and to provide connectivity to the AMC Tanker Airlift Control Center (TACC) and AME/AMD (if formed) at all times. Readily available is defined as in the Commander/Team Chief's room or a class A phone must be manned 24 hours so that the individual can receive immediate messages.

1.7.3. Free Time at Home Station (not applicable to ANG and AFRC ALCFs). After official TDY, TALCE personnel returning to home station should be given sufficient free time to ensure proper rest and permit them to attend to personal affairs.

1.7.3.1. For contingency deployments of 42 days (6 weeks) or longer, personnel will be given 7 days of post-contingency downtime. When the deployment is for 90 days (12 weeks) or longer, they will be given 14 days post-contingency downtime. The maximum downtime will be 14 days. This policy applies to all AMC active duty military members and includes unit, partial unit, and individual deployments.

1.7.3.2. Post-contingency downtime will start as soon as possible following return to home station, not to exceed 72 hours after return. Normal leave policy will apply for travel away from the local area IAW USAF regulations. SORTS reporting will be IAW AFI 10-201, Members will normally be counted available if recallable within DOC timing. Commanders/flight chief will ensure that the home station schedule reflects them as not available.

1.7.3.3. This policy on contingency deployment does not preclude commanders from establishing similar recovery/reconstitution periods for personnel/units returning from other arduous TDYs or for their personnel remaining at home pulling additional/extended shifts while others are deployed. The establishment of such periods is left to the commander's discretion but should not exceed the times specified in paragraph **1.7.3.1.** The downtime policy is to help maintain a quality of life for personnel.

1.7.3.4. For deployments, to include those within CONUS, that are less than those specified in paragraph **1.7.3.1.**, mission and training requirements permitting, and subject to commander concurrence, 1 hour of free time will be taken for each 3 hours of TDY (up to 72 hours).

1.7.4. Passports and International Driving Permits. TALCE personnel are required to deploy on short notice to any location worldwide. To ensure this capability, TALCE core personnel are authorized and will have both official and civilian passports purchased at government expense. Most countries will accept a drivers license issued from the United States. However, should an international driving permit be required, it will be purchased at government expense.

1.7.5. Personnel Utilization. Work schedules for TALCE operations are based on 12-hour work shifts with minimum personnel and assets. Operations over 30 days may require deployment of additional personnel in primary unit type code (UTC) positions. The TALCE commanders will plan for and deploy with additional support personnel if notified of a requirement to augment employment location of Expeditionary Combat Support (ECS) personnel. Additional duties will degrade and adversely effect the TALCE's primary mission. This requires approval from Commander With OPCON to use TALCE assets and personnel to support non-primary mission taskings.

1.7.6. Loadmasters and boom operators will not normally phase II load aircraft at home station or at deployed locations. (Exception: To expedite organic TALCE deployments/redeployments.)

1.7.7. Additional Duties. To ensure each squadron/flight maintains a nucleus of personnel to meet the 12-hour response requirement, TALCE personnel should not be scheduled for base additional duties, augmentation, or details outside the squadron/flight. (Example: Personnel assigned to the 633 AMCF will not perform additional duties for the 633 AMSS, the host wing or base of assignment). If scheduled for additional duties, the agency responsible must be notified and accept that the member may be called back to the unit on a very short notice. Squadron/flight duties will be shared by a cross section of officer and enlisted personnel within the AMCU. This does not include bay orderly (housekeeping) duties for individuals living in dormitories. This applies to active duty units only.

1.7.8. ANG and AFRC Scheduling. ANG and AFRC forces will be allowed military pay allowance (MPA) or reserve pay allowance (RPA) days and will be placed in an official duty status to accomplish all of the following tasks:

1.7.8.1. Pre-mission planning, to include planning conference attendance

1.7.8.2. Equipment preparation and packing

1.7.8.3. Team briefings

1.7.8.3.1. Travel to and from the deployed location

1.7.8.3.2. Mission operations

1.7.8.3.3. Equipment recovery and turn-in

1.7.8.3.4. After-action reporting

1.7.9. Each AMCU, regardless of assignment, will maintain the capability to plan, coordinate, control, and support operations for all air mobility and Civil Reserve Air Fleet (CRAF) aircraft.

1.8. Pilot Unit Responsibilities. A pilot unit will be designated for each UTC. Guidelines for pilot unit and non-pilot unit responsibilities are in AFMAN 10-401 Vol 1, *Operation Plan and Concert Plan Development and Implementation*. The pilot unit is responsible for developing and maintaining standard manpower and logistics detail for each UTC it has been assigned. The goal is a uniform package for all units that will use the UTC. To maintain standardization, all pilot unit recommended changes to UTCs will be approved/disapproved by HQ AMC/DOOM

1.9. Deviations. The on-site TALCE commander may authorize deviations from prescribed methods if required for mission accomplishment, but should not deviate merely for convenience. There is no instance where a deviation that detracts from safety procedures will be allowed. Unit supplements to this regulation require HQ AMC/DOOM approval.

1.10. TALCE/MST Designation. Occasionally, it will be necessary to combine multiple UTCs from various AMCUs to form TALCEs and MSTs. The AMCU that provides the officer or NCO (in the case of an MST) responsible for the overall operation determines the deployed unit designation, e.g. the "821st TALCE-Cherry Point" would be designated as such because the responsible core member is from the 821st AMS and it is in place at Cherry Point MCAS. 821st AMS unit identity is used even though assigned support functions might be from other units. This designation will be used in all reports and cor-

respondence. However, the TALCE will commonly be referred to by its station location (e.g. the "Cherry Point TALCE").

1.11. Changes. Recommendations for improvement or changes to this regulation are encouraged. Submit recommendations for changes to this publication to HQ AMC/DOOM.

1.12. Waiver Authority. For active duty AMCUs. Waiver authority will be submitted through appropriate AMOG, Airlift Group (AG), or AMSG commander to HQ AMC/DOOM.

1.12.1. For USAFE AMS and PACAF TALCE. Waiver authority will be submitted through the theater functional manager/Air Mobility Operations Control Center (AMOCC) to MAJCOM DO with an info copy to HQ AMC/DOOM.

1.12.1.1. For ANG and AFRC. Waiver authority for ANG and AFRC ALCFs will be submitted to HQ AMC/DOOM through appropriate Air National Guard (ANG) and Air Force Reserve Command (AFRC) channels.

1.12.1.2. AFRC: Through appropriate AFRC numbered Air Force (NAF) DOT to HQ AFRC/DOO.

1.12.1.3. ANG: Through ANG/DOOS and ANG/DOO.

Chapter 2

SELECTION, TRAINING, AND QUALIFICATION OF TALCE CORE PERSONNEL

2.1. General. The TALCE is a temporary mission support organization formed at deployed locations and is an extension of AMC C2. TALCE core personnel are individuals permanently assigned to an AMCU that perform duties in the deployed environment, regardless of AFSC. Core personnel must possess management experience and skills needed to execute the air mobility missions, have the tact and diplomacy, and have leadership skills needed to work in international environments under crisis or hostile conditions. TALCE core personnel must have operational sophistication and flexibility to evaluate emergency situations, develop new or innovative solutions, and properly apply resources to resolve time critical operational problems. The TALCE is often the first or only representative of the United States Air Force seen by international civilian or other government agencies.

2.2. Selection and Qualification of Personnel:

2.2.1. General Criteria. All AMCU positions will be filled by highly qualified personnel. Personnel selected for Permanent Change of Assignment (PCA) to AMCU positions should have as much retainability as possible. This is due to the additional training requirements of mobile C2 core personnel. When feasible, nominees will be selected from personnel who have been previously certified in TALCE operations. Final selection will be accomplished by AMCU commanders/flight chiefs and superintendents. Selected personnel will not have a physical profile that would prevent or exempt them from worldwide mobility requirements. Personnel who cannot deploy and perform required tasks due to permanent or long-term physical limitations or restrictions will not be assigned to an AMCU. Personnel who become nondeployable and are already assigned will be identified to the installation functional manager for that AFSC, HQ AMC/DOOM, and USAFE or PACAF AMOCCs, as required, for appropriate actions (PCA, reassignment if applicable, etc.) Airmen being considered for assignment to an AMCU unit manpower document (UMD) position must possess the Air Force specialty code (AFSC), grade, skill-level, and preferably the special experience indentifier (SEI) assigned to that position.

NOTE: Assigned 3-level (1CXXX) AMCU personnel who meet all the training criteria for TALCE certification in their functional area may be TALCE certified after 12 months experience in that assigned duty position. Non-certified AMCU personnel may be assigned against primary UTC line numbers provided there is another TALCE certified individual from that funtional area assigned to that shift. The AMCU commander/flight chief will review inbound assignments to ensure personnel are suitable for the TALCE mission.

2.2.2. Specific Selection and Qualification Criteria:

2.2.2.1. AMCU Commander/AMCU Chief. AMS, AMOS, and ALCS commanders are selected by NAF/CC from the AMC Phoenix Eagle (or equivalent) squadron command list. NAF, Wing, or Group commanders, depending on the chain of command will nominate AMCU commanders/flight chiefs. Certain positions are rated, but do not require active flight participation.

2.2.2.2. AMCU Operations Officers. Officers considered for assignment to an AMCU must possess knowledge of C2, and have the background and experience in air mobility operations to anticipate problem areas and apply positive corrective actions. Assigned officers must be able to plan, organize, deploy, employ, and redeploy squadron size organizations in support of operations at

deployed locations. AMCU officers deploy as either the TALCE commander or operations officer and are responsible for effective C2 and support of air mobility operations. In garrison, AMCU officers conduct operational planning and coordination for TALCE exercises, contingencies, air mobility mission support, and wartime C2 requirements. Rated AMCU officers assigned to a UMD position with a rated position indicator (RPI) 6, will maintain currency in their assigned mission aircraft.

2.2.2.2.1. Non-rated aerial port (21T3) and maintenance (21A3) officers assigned to an AMS should have background in air mobility operations. Aerial port officers will be primarily assigned against UTC UFBBS line numbers, and maintenance officers against HFHXX line numbers. These officers may be entered into upgrade training for TALCE Operations Officer after obtaining 12 months experience, recommendation of the squadron DO, and approval of the commander. Additionally, select individuals may upgrade to TALCE Commander on an as required basis. Substitution of 21XX officers for UTC line numbers requiring a rated officer will be made on a case-by-case basis. Substitution requests will be forwarded to TACC/XOP or MAJCOM AMOCC, as required, for final coordination. At no time will these individuals deploy in their primary functional area and as a deployed operations officer.

2.2.2.3. AMCU Director of Operations (DO). The senior ranking operations officer will normally be designated the AMCU Director of Operations, regardless of AFSC. This individual will be responsible to the commander/flight chief for squadron/flight operations and training. The DO will work with the AMCU superintendent on operational issues such as taskings, schedules, briefings, etc. The DO will deploy in UTCs that require his/her primary AFSC.

2.2.2.4. Loadmasters and Boom Operators. Each AMCU should have at least one fully qualified (airland only) loadmaster and boom operator assigned from each airlift/tanker primary mission aircraft. ANG and AFRC units may assign loadmasters and boom operators as available in their wing's assigned aircraft. Loadmasters and boom operators will maintain flight currency in their assigned aircraft.

2.2.2.4.1. Every effort will be made to ensure loadmasters/boom operators assigned to an overseas AMCF are TALCE core and affiliation instructor qualified prior to reporting to their overseas duty station.

2.2.2.4.2. Temporary loss of aircraft currency or qualification does not affect TALCE duties, i.e., TALCE Commander, Operations Officer, core, MST, and ATT/CLPT.

2.2.2.5. Airfield Management. Airfield management personnel will have a basic understanding of airfield management operations. This includes airfield operating restrictions and criteria, airfield inspections, flight planning, notices to airmen (NOTAM), airfield lighting and markings, Bird Air Strike Hazard (BASH) avoidance, and flightline safety. Airfield management personnel lacking knowledge and experience in these areas are required to receive training from the local airfield manager prior to deploying in a primary line number. Additionally, airfield managers will be trained to perform other C2 functions in support of deployed TALCE operations.

2.2.2.6. Command and Control (C2). Command and control personnel must have a basic understanding of AMC mission management and flight following. They must be able to operate C2 systems to report or extract information on missions that transit the TALCE location. Command and control personnel must also be proficient in aircrew management, crew duty day restrictions, diplomatic clearance, and operational reporting in addition to mission/flight following reporting. Per-

sonnel will complete initial training from a fixed command post. Commanders must coordinate with the local command post to set up training schedules. Additionally, command and control personnel will be trained to perform other C2 functions in support of deployed TALCE operations.

2.2.2.7. Communications-Avionics Maintenance (SEI 191). Assigned personnel will attend the MARC maintenance course prior to deploying in a primary line number. Personnel must attend the C2IPS Systems Administrator course at Keesler and the Deployed C2IPS SA course at the AMWC prior to deploying as a primary system administrator.

2.2.2.8. Aerospace Ground Equipment (AGE). Assigned personnel must attend the TALCE AGE course prior to deploying in a primary line number. AGE personnel must also obtain EPA Type II refrigeration certification prior to attending the TALCE AGE course. TALCE AGE personnel should attend a TALCE AGE refresher course at the AMWC every 24 months.

2.2.2.9. C2IPS System Administrators. Assigned personnel provide system and network management for deployed C2IPS operations. Personnel must attend the C2IPS Systems Administrator course at Keesler and the Deployed C2IPS SA course at the AMWC prior to deploying as a primary system administrator.

2.2.2.10. In-transit Visibility (ITV). Assigned personnel are an integral part of aerial port operations. Personnel must be trained in ITV systems and knowledgeable of DoD 4500.32R, MILSTAMP requirements.

2.2.2.11. Air Terminal Operations Center (ATOC). Assigned personnel should be trained in passenger and cargo documentation, completion of AMC Form 68, **Aerial Port Movement Log**, and coordinating information to and from work sections.

2.2.2.12. Air Transportation. Assigned personnel should be trained to perform duties in a highly mobile and flexible environment and be capable of rapid deployment to augment or support air mobility operations/contingencies. (See AMCI 24-101, Volume 18)

2.2.2.13. Aircraft Maintenance. Assigned personnel should be trained to perform duties in a highly mobile and flexible environment and be capable of rapid deployment to augment or support air mobility operations/contingencies. These personnel should be trained in tasks which enable them to provide the initial duties required to support a quick turn flow of various MDSs until additional capability can be established.

2.2.2.14. Supply. Personnel performing supply duties should be familiar with budgeting, procurement, AF supply and contingency supply system procedures, and equipment accountability. Additionally, they are deployable and should be able to manage readiness spares package (RSP) and supply stocks at deployed locations, and understand procedures for field resupply. Assigned supply personnel should be primary custodians of the unit CA/CRL.

2.2.2.15. Information Management (IM) and Personnel Specialist. Assigned IM and personnel specialists must be familiar with squadron orderly room and administrative functions as well as all aspects of deployed administrative/personnel support. In addition, these personnel are responsible for personnel reporting while deployed and must attend local PERSCO training.

2.2.2.16. First Sergeant. AMC AMSs have funded first sergeant manpower positions. All other AMCUs should appoint an additional duty first sergeant. He/she will be selected from the senior enlisted ranks. Additional duty first sergeants will assume duties and responsibilities of the first sergeant career field. Additional duty first sergeants are not authorized to wear chevrons with a

diamond. Additional duty first sergeants will deploy in their primary AFSC. They may assume additional duties as a first sergeant at the deployed location.

2.2.2.17. AMCU Superintendent. The AMCU superintendent is the chief enlisted manager. The senior ranking enlisted member will be designated the AMCU superintendent, regardless of AFSC. This individual will be responsible to the commander/flight chief for issues dealing with enlisted personnel management, programs, and policies. This individual will work closely with the first sergeant to resolve squadron personnel problems and to establish squadron personnel policies. The superintendent will work with the unit director of operations on operational issues such as taskings, schedules, briefings, etc. The superintendent will deploy in his/her primary AFSC.

2.3. Security Clearance Requirements:

2.3.1. A minimum of two loadmasters/boom operators (MST and affiliation instructor qualified) per AMCU will have a Top Secret (TS) clearance with a special background investigation (SBI). TS clearance is required so each active duty AMCU can plan and deploy to a TS location, if required. All other AMCU personnel to include ANG and AFRC personnel will have a Secret clearance with TS clearance eligibility.

2.3.2. The TS/SBI clearance is required to support special operations planning requirements that cannot be supported without this clearance. Personnel security investigations (PSI) and clearance eligibility will be IAW AFI 31-501, *Personnel Security Management Program*.

2.4. TALCE Special Experience Identifiers (SEI). After TALCE certification and completion of 9 months experience, all enlisted TALCE core personnel will be awarded SEI 090 in accordance with AFMAN 36-2108, *Airman Classification*. Personnel in AFSC 2AXX2 who are trained and qualified in MARC system operations and maintenance, will also be awarded SEI 191 after 6 months of experience.

2.5. Training:

2.5.1. Purpose. This section establishes the minimum training proficiency and evaluation requirements for TALCE core personnel. The unit training program is the responsibility of the AMCU commander/flight chief through the director of operations and will be conducted in accordance with AFI 36-2201, *Developing, Managing, and Conducting Training*.

2.5.1.1. All personnel will be trained according to provisions of this instruction and AFI 36-2201. Once an individual is qualified, their primary duty is to deploy with a TALCE. Should an individual for some reason fail to deploy in their core functional area or deploy as team chief for certifications they possess within a 12-month period, the individual must deploy under the supervision of a certified trainer. The individual's applicable job qualification standard (JQS) will be used to document task recertification. For ANG and AFRC Units refer to paragraph **2.5.4.**

2.5.1.2. The commander/flight Chief will appoint a training manager and assistant by letter to administer a standardization and training program.

2.5.1.3. The commander/flight chief will be the sole certification authority for TALCE core personnel.

2.5.2. Types of Training. TALCE training falls into four major categories:

Table 2.1. Major Training Categories

Type I	Initial Qualification and Certification
Type II	Special Qualification and Certification
Type III	Continuation and Recurring Training
Type IV	Proficiency Training

NOTE: Quota requests for formal AETC training courses must be directed through higher headquarters functional managers and through unit training channels for ANG and AFRC personnel.

2.5.2.1. Type I-Initial Qualification and Certification:

2.5.2.1.1. Phase I-Initial Evaluation and Orientation. When an individual is assigned to an AMCU, a separate training folder for TALCE certification will be created, a trainer will be assigned, and an initial evaluation will be accomplished. These actions should be accomplished during the individual's in processing. The initial evaluation provides feedback to the AMCU commander/flight chief on training already accomplished, current qualifications, required on-the-job training (OJT), and formal training requirements. Upon completion of the evaluation, the individual will receive TALCE orientation. This unit orientation is designed to provide initial familiarization to newly assigned AMCU personnel. TALCE orientation may be conducted through self-study, briefings, or local tours. TALCE orientation is not qualification training and should be limited to TALCE subjects of a general nature. TALCE orientation will be completed within 30 days of assignment (60 days for ANG and AFRC). Results of the initial evaluation and a statement confirming completion of TALCE orientation will be entered on an AF Form 623A, **On-the-Job Training Record Continuation Sheet**, and placed in Section I of the TALCE training folder. This training should include the following:

2.5.2.1.2. Organization and structure of AMC, to include higher headquarters and subordinate units. Include local group and wing organizations, functions, and relationships.

2.5.2.1.2.1. Organization and Structure of theater AMOCC's.

2.5.2.1.2.2. Familiarization with the Theater Air Control System (TACS) and its representative elements with emphasis on the air mobility mission and deployed role of the TALCE.

2.5.2.1.2.3. Familiarization with the AMC affiliation program with emphasis on its role in TALCE deployments and user responsibilities to self-support.

2.5.2.1.2.4. Introduction to publications and local operating procedures and policies that govern TALCE operations; such as mobility requirements, special driver's license requirements, squadron details, deployment scheduling, and dependent care issues, etc.

2.5.2.1.2.5. Completion of mobility requirements (e.g. shots, uniforms, passport applications, etc.), (AFI 10-403, *Deployment Planning*).

2.5.2.1.2.6. Global Reach Laydown Operations Course (GRLOC). All newly assigned AMCU personnel will be scheduled to attend GRLOC phase I training at the AMWC. Attendance at this course is mandatory and will satisfy most phase I training requirements.

2.5.2.1.3. Phase II, Initial Qualification and Certification. This training is designed to qualify personnel in their assigned TALCE duties and starts after Phase I training has been completed.

Phase II training will be conducted by AMCU members certified in the tasks and will consist of self-study, formal classroom, and practical (operational) training. Upon completion of phase II training, each individual will be given a practical evaluation by a TALCE member identified in writing by the commander/flight chief as an evaluator. On successfully completing the evaluation, the individual may be certified on the AF Form 797, **Job Qualification Standard Continuation**/Command JQS certification letter, as "qualified" by the AMCU commander. Training should be completed within 90 days for previously qualified personnel and within 120 days for personnel not previously qualified. ANG and AFRC personnel may coordinate with active duty AMCUs for the availability of missions to assist with completing phase II training. This tour should be consecutive and may be extended up to 30 days with documentation of training difficulties. Further extensions or waivers to this requirement must be submitted through the AFRC NAF to HQ AFRC/DOCR. Individuals who have not completed phase II training will not deploy in a primary line position unless they are under the direct supervision of a qualified trainer. For those individuals exceeding the recommended training time, a monthly training progress review will be conducted by the training manager/assistant manager and the commander. This review will be annotated in the individual's training record and maintained until the individual is qualified. In addition this information will be provided to HQ AMC/DOOM in the monthly Training Review Panel (TRP) Report and to AFRC NAF and HQ AFRC/DOCR on the monthly ALCF Report.

2.5.2.1.4. Phase III, Common Training Requirements:

2.5.2.1.4.1. The M-9 pistol and the M-16 rifle will be the primary AMCU weapons. All assigned officers and C2 core personnel will maintain qualification with both of these weapons. All assigned aerial port and aircraft maintenance personnel will maintain qualification on the M-16 rifle only. All AMCU personnel will be CAT B qualified. AFI 31-207, *Arming and Use of Force by Air Force Personnel*, contains information on weapons handling, issue, and storage requirements. AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*, and applicable MAJCOM supplements discuss small arms training.

2.5.2.1.4.2. All AMCU personnel will be qualified and authorized to operate government motor vehicles. Certification in special purpose vehicles will be accomplished on an AF Form 2293, **US Air Force Motor Vehicle Operator Identification Card** *(computer-generated)*, before operating these vehicles. Training will include flight line and vehicle operations while wearing the ground crew chemical ensemble.

2.5.2.1.4.3. All AMCU personnel will complete at least one AMC Affiliation Training Program Equipment Preparation course. The Airlift Planners Course will be completed by all loadmasters/boom operators, and by all other core personnel prior to being certified as a team chief or MSE supervisor.

2.5.2.1.4.4. All AMCU personnel should attend the following training when grade and time permit: Middle East Orientation Course (MEOC), Asian Pacific Orientation Course (APOC), Latin American Orientation Course (LAOC), African Orientation Course (AOC), Dynamics of International Terrorism (DIT), Revolutionary Warfare Course (RWC), Air Mobility Operations Course (AMOC), and the AMC TACC Mobile C2 orientation course.

2.5.2.1.4.5. All TALCE C2 and airfield management personnel should attend the AMC C2 Command and Control course at the Air Mobility Warfare Center (AMWC). In addition, personnel will receive at least 24 hours of supervised practical training (actual, simulated exercise, or equivalent training) in their assigned duty position.

2.5.2.1.4.6. All TALCE core personnel will receive training on bare-base survivability and principles of emergency airfield defense by attending the AMC Phoenix Readiness Airfield Contingency Operations Course (AMC PR AMO or theater equivalent) and by participating in recurring field training exercises at the Joint Readiness Training Center (JRTC) or similar joint field exercises. Mobile C2 involvement and requirements will be managed by HQ AMC/DOOM and participation in field training exercises will be tasked by TACC/XOP or AMOCC's for theater equivalent. All AMC controlled AMCUs will schedule and participate in at least one exercise per year in which they are full exercise participants. The USAFE 86 AMS/PACAF 374 OSS/OSF should make every effort to schedule and participate in at least one exercise per year in which they are full participants". Coordination for ANG units will be through ANG/DOOS and AFRC through HQ AFRC/DOCR. (Participation is not required for initial certification).

2.5.2.1.4.7. Air Base Operability (ABO): All personnel will participate in combat survivability training. Each unit will develop and manage this training. AMCI 10-212, *Air Base Operability (ABO) Concept of Operations*, and AMCP 36-4, *Air Base Operability (ABO) Training*, provide guidance and training objectives.

2.5.2.1.4.7.1. Training includes, but is not limited to camouflage, concealment and deception (CCD) of individuals, facilities, and vehicles; operation and care of vehicles and equipment under chemical and limited illumination conditions; and field sanitation.

2.5.2.1.4.7.2. Weapons qualification, chemical warfare defense, self-aid and buddy care, and vehicle operator training should be integrated with ABO training.

2.5.2.1.4.7.3. TALCE core personnel will receive training on operations in a chemical threat environment. This training includes initial and recurring chemical warfare defense training (CWDT) as well as chemical warfare individual qualification training (CWIQT). The CWIQT will be locally developed by each unit and must concentrate on wartime tasks with personnel wearing CWD ensembles.

2.5.2.1.4.8. Communications security (COMSEC), CRYPTO-Operation, and Authentication Procedures. All TALCE core personnel will receive COMSEC training. TALCE team chiefs and TALCE Operations Center (TOC) personnel will receive CRYPTO-Operation, and Authentication Procedures training. Each unit will identify a COMSEC Responsible Officer (CRO) ensure one CRO and enough alternates are trained to maintain continuity and control.

2.5.2.1.4.9. Operations security (OPSEC). All TALCE personnel will receive OPSEC training. Each unit will appoint an OPSEC officer/NCO.

2.5.2.1.5. Phase IV--AFSC-Unique Training Requirements:

2.5.2.1.5.1. Officer Qualifications:

2.5.2.1.5.1.1. Before performing duties as a qualified TALCE operations officer, he/she must have completed required JQS and have served as a deployed operations officer on at least two deployments prior to certification.

2.5.2.1.5.1.2. Officers must complete an AMC C2 orientation visit at HQ AMC/DOOM and TACC conducted at Scott AFB. In addition, an AME/AMD orientation should also be completed. Operations officers will also attend GRLOC phase II training at the AMWC prior to being certified as a TALCE operations officer.

NOTE: An AMC headquarters and TACC C2 orientation visit will be completed NLT 12 months after being assigned to an AMCU, but will not be a prerequisite for certification as a TALCE operations officer.

2.5.2.1.5.1.3. TALCE Commander Qualifications. Officers must successfully complete the required JQS and serve as an in-garrison planning officer on at least one TALCE operation. Additionally, he/she must serve as the TALCE commander under the supervision of a qualified TALCE Commander on at least one deployment.

2.5.2.1.5.1.4. Rated officers occupying a RPI 6 UMD position will maintain flight currency/proficiency on assigned aircraft.

2.5.2.1.5.2. Airfield Management (1C0X1) and Command and Control (1C3X1). Initial qualification will consist of, but is not limited to, knowledge of or practical experience in the following:

2.5.2.1.5.2.1. Training for certification on the Global Decision Support System and the C2 Information Processing System (C2IPS) operations. ***NOTE:*** Operations personnel will attend a Course conducted by the AMWC or a local AMC validated course prior to certification. Local command post/base operations orientation is mandatory.

NOTE: All AMCU personnel regardless of AFSC must be certified in writing for each C2 System they are qualified/required to operate.

2.5.2.1.5.2.2. Training in preparation and transmission of aircraft movement messages (arrival/departure) conducted at a command post or operations center. Once qualified, refresher training will be accomplished in accordance with this volume and AFI 36-2201.

2.5.2.1.5.2.3. Complete at least 20 hours of supervised practical training (actual, simulated exercises, or equivalent training) in the assigned duty position to include MARC and TALCE radio operations.

2.5.2.1.5.2.4. Emergency action messages and requirements.

2.5.2.1.5.2.5. Aircraft flight following, aircraft operating requirements (e.g. aircraft refueling, minimum essential equipment, maintenance status codes, etc.), and aircrew support requirements, to include aircrew stage operations. (AMCP 10-210, *Stage Crew Management*.)

2.5.2.1.5.2.6. Airfield inspection and airfield surveys to include airfield criteria, parking plans, airfield lighting and markings, airfield safety and clear zones, hazardous cargo parking and emergency jettison areas, airfield operating minimums, and aircraft operating limitations (e.g. twin tandem weights, load classification number (LCN), runway requirements, maximum operating weights, etc.). Coordinate training with the

local airfield manager to ensure airfield access and flight line driving requirements are met.

2.5.2.1.5.2.7. Setup and complete operation of all MARC equipment.

2.5.2.1.5.2.8. Communications security (COMSEC), crypto-operations, and authentication procedures to include setup and operation of STU-III and secure fax.

2.5.2.1.5.3. Loadmasters (X1A2X1) and Boom Operators (X1A0X1). Training will include:

2.5.2.1.5.3.1. Maintaining Flight proficiency in a primary mission aircraft. AMCU loadmasters and boom operators who are noncurrent for grounding items in accordance with AFI 11-401, *Flight Management*, will not perform primary aircrew duties, but may perform TALCE duties if otherwise qualified.

2.5.2.1.5.3.2. Load planning all airlift aircraft using computer systems and DD Form 2130 series method.

2.5.2.1.5.3.3. Army Arrival/Departure Airfield Control Group (A/DACG), Marine embarkation, and Deployment Control Center (DCC) orientation training, to include marshaling yard, joint inspection, ready line, and flightline equipment and personnel escort, and engines running onload and offload (ERO) procedures.

2.5.2.1.5.4. Communication-Avionics Specialists (2A4X2, SEI 191). Training will include, but not be limited to, knowledge of or practical experience in MARC radio voice and data operations/maintenance; PC based local area network (LAN) training; C2IPS; and HAVE DAMA 4. Training will also cover the operations and maintenance of the air conditioning and heating units used with the air transportable MARC system shelter. Personnel will complete at least 20 hours of supervised practical training (actual, simulated exercise, or equivalent training situations) in the assigned duty position.

2.5.2.1.5.5. AGE Specialist (2A6X2). Training will consist of, but is not limited to, knowledge of and practical experience in environmental control units (ECU's). This training will cover the operations and maintenance of the air conditioning and heating units used with the air transportable MARC system shelter, Deployable Rapid Assembly Shelter (DRASH) ECU's and generators, as well as 5 ton ECU's. Training will also cover MARC radio voice and data operations/maintenance, PC based LAN training, C2IPS, and HAVE DAMA. Personnel will complete at least 20 hours of supervised practical training (actual, simulated exercise, or equivalent training situations) in the assigned duty position.

2.5.2.1.5.6. Information Management and Personnel Specialist (3A0X1 or 3S0X1). This training will consist of, but is not limited to, knowledge of and practical experience in MARC message transmission and receipt; TALCE message distribution and files; COMSEC and security documentation; TALCE records, publications, and forms; emergency actions; radio operations; and local PERSCO orientation. Personnel will complete at least 20 hours of supervised practical training (actual, simulated exercises, or equivalent training) in the assigned duty position, to include MARC operations. Personnel must be proficient in accomplishing the reports outlined in AFI 10-215, PERSCO. Personnel are encouraged to attend the AMC Phoenix Readiness PERSCO Course (AMC PR PERSCO).

2.5.2.1.5.7. Supply Specialist (2S0X1). Training will consist of, but is not limited to, knowledge of and practical experience in supply due in from maintenance (DIFM) and readiness spares packages (RSP) procedures for deployed and home station operations.

2.5.2.2. Type II-Special Qualification and Certification:

2.5.2.2.1. General Policy. The AMCU commander/flight chief may require selected trained and qualified individuals to obtain additional special qualifications. The AMCU commander/ flight chief is the sole certifying official for all TALCE special qualifications.

2.5.2.2.2. Mission Support Team (MST). MST chiefs will be highly qualified loadmasters/ boom operators. Assigned personnel who will perform MST team chief duties will fall under the same criteria as AMCU operation officers and TALCE commanders. When deployed, MST chiefs are direct representatives of the AMC TACC commander. All MST candidates will attend GRLOC Phase II training at the AMWC prior to MST certification. In addition, an AME/AMD orientation should be completed. AMCU NCOs selected to perform MST chief duties must have a 7-level and be capable of organizing and operating at deployed locations. This training will consist of, but is not limited to the following:

2.5.2.2.2.1. Command relationships between AMC and Air Combat Command (ACC), supported unified commands, and the Air Operations Center (AOC)

2.5.2.2.2.2. Relationship between the deployed MST and the Air Mobility Division (AMD)/Air Mobility Element (AME), if deployed.

2.5.2.2.2.3. GDSS operator certification and C2IPS familiarization.

2.5.2.2.2.4. On station, emergency operations reports (OPREP), Homeline, Beeline, etc., mission reporting, and flight management

2.5.2.2.2.5. Coordination required to ensure fuel, equipment, loads, load teams, aircrew transportation, billeting, security, flight planning, and other required support are available at deployed location.

2.5.2.2.2.6. Airfield survey program and airfield criteria.

2.5.2.2.2.7. Aircraft parking plans, movement of aircraft on the ground, and related ground and flying safety.

2.5.2.2.2.8. Mobility operations involving tanker aircraft

NOTE: Other core AFSCs may train, upgrade, and deploy as a MST chief. However, these individuals will not be computed for Status of Resources and Training (SORTs) reporting or to fill a tasked loadmaster/boom operator shortfall. If a non-loadmaster/boom operator MST chief is deployed, the other two UTC positions will be filled with TALCE qualified loadmasters/boom operators.

2.5.2.2.3. Communications Support Team (CST). TALCE personnel selected to perform CST chief duties must be a qualified 7-level in their AFSC and be capable of planning, organizing, deploying, employing, and redeploying squad or team size units in support of specific mission objectives. Training for all CST personnel will include, but is not limited to, knowledge of and practical experience in:

2.5.2.2.3.1. Determining and coordinating travel

2.5.2.2.3.2. Communications concept of operations

2.5.2.2.3.3. Equipment power and support requirement

2.5.2.2.3.4. Equipment configuration, to include COMSEC, frequency, and antenna selection and arrangement

2.5.2.2.3.5. Safety and security of personnel, equipment, COMSEC, and classified operational information.

2.5.2.2.3.6. Knowledge of field level maintenance and testing, maintenance data collection, supply, and readiness spares kit (RSK) requirements

2.5.2.2.4. Airfield Survey Team (AST). Personnel selected to become Airfield Survey Team chiefs will be a 7-level if enlisted, and have a minimum of 1 year TALCE experience. As a minimum, all AST's will deploy with an experienced airfield manager (5-level) certified to complete the AMC Form 174 **Airfield Survey** and authorized to update the Air Force standard airfield information database. The team chief must be capable of planning, organizing, deploying, employing, and redeploying a team size unit to national and international military and civilian airfields. Training will include, but is not limited to, knowledge of and practical experience in:

2.5.2.2.4.1. Foreign clearance and foreign operating rights procedures, to include requesting country clearances.

2.5.2.2.4.2. Aircraft characteristics, aircraft operating requirements, e.g., aircraft refueling, minimum essential equipment, fire fighting, AGE, materials handling equipment (MHE), etc., aircraft security requirements in accordance with AFI 31-209, *The Air Force Resource Protection Program*, and aircrew support requirements to include aircrew billeting, messing, and medical requirements.

2.5.2.2.4.3. Airfield inspections and airfield surveys to include airfield criteria, parking plans, airfield lighting and markings, airfield safety and clear zones, hazardous cargo parking and emergency jettison areas, airfield operating minimums, and aircraft operating limitations, e.g. twin tandem weights, LCNS, runway requirements, maximum operating weights, aircraft parking and taxi criteria, etc.

2.5.2.2.4.4. Basic TALCE operating requirements, to include determining airfield capability and methods to support a TALCE operation, e.g. working areas, weather, host support, etc.

2.5.2.2.4.5. Determining aircraft working/parking maximums on ground (MOG) at the operating location, including contingency, civil engineering (CE) and total parking area, and normal operating working/parking MOGS. This includes identifying the causes of MOG limitations and determining what equipment/personnel could be used to overcome the limitation.

2.5.2.2.4.6. Support agreements, site survey operations, airfield operating restrictions, airport management and organization, Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) publications, flight planning, and aircraft air traffic control (ATC) support requirements.

2.5.2.2.4.7. Procedures for using Air Force Standard automated airfield site survey tool. The Survey Tool for Employment Planning (STEP) should be used in support of wartime and expeditionary site planning and can be used to augment AMC Form 174 requirements.

2.5.2.2.4.8. An individual will deploy on a minimum of two airfield surveys under the supervision of a certified airfield survey team chief before being considered for certification. The AMWC GRLOC I, and GRLOC II courses will not be counted toward the minimum number of deployments needed.

2.5.2.2.5. Affiliation Training Team/Contingency Load Planning Team (ATT/CLPT). ATT/CLPT personnel will be highly qualified loadmasters, boom operators, or aerial port specialists IAW 7E1AQ UTC miscap statement.

2.5.2.2.5.1. ATT. Before an individual can teach the affiliation training course, he/she must have satisfactorily completed both the equipment preparation and the airlift planners course. Additionally, the individual must have completed the appropriate job qualification standard (JQS) under the supervision of a qualified affiliation instructor and be recommended by the unit Affiliation manager to the AMCU commander for certification. Completion of AMWC Affiliation Instructor Qualification Course (AIQC) is required for all affiliation instructors.

2.5.2.2.5.2. CLPT. Loadmasters/Boom Operators selected to deploy as the CLPT chief will be affiliation instructor and MST qualified IAW 7E1AQ UTC mission capability statement. CLPT members will be affiliation instructor qualified.

2.5.2.3. Type III-Continuation and Recurring Training. This training is designed for personnel to maintain a high level of proficiency and ensure standardized procedures. Training should be scheduled to include maximum unit participation. Training will be of sufficient duration and scope to maintain required proficiency levels. AMCU continuation training requirements will be determined by the commander/flight chief. Time periods may include annual, semiannual, quarterly, and monthly training. Training subjects should include, but is not limited to, MARC and radio operations and setup, HF antenna configuration, bare-base survivability, and equipment preparation training. Document items covered in formal minutes, tape recordings, or other media to ensure absent members are able to get pertinent information as soon as practical. Subjects for quarterly meetings shall be determined by the AMCU commander/flight chief/standardization and training section and will include:

2.5.2.3.1. Changes in air mobility operations regulations, publications, policies, or procedures items impacting AMCU operations that require immediate attention or review.

2.5.2.3.2. Any unique unit requirements

2.5.2.3.3. Deployment lessons learned

2.5.2.3.4. Concepts of tanker operations

2.5.2.3.5. Generator/Radio operations and deployment preparation

2.5.2.4. Type IV-Proficiency Training:

2.5.2.4.1. TALCE proficiency training. This training provides commanders/flight chiefs with feedback on individual and unit proficiency. This is used to document and track individual deployments as well as tracking total individual deployments by time and type. Managers may

then be able to identify shortcomings of an individual's training and schedule future deployments accordingly, e.g. a X1A271 may be MST qualified but not have deployed as an MST team chief for over 9 months, thus requiring a deployment or refresher training for proficiency.

2.5.2.4.2. Flight proficiency training. All personnel in authorized active flying positions (as specified in the unit personnel management roster [UPMR]) will maintain flight proficiency and flight currency IAW AFI 11-2 (Aircraft MDS) Vol I. This includes all required aircrew ground training, flight training, checkrides, and sufficient flying time to maintain aircrew skills and proficiency, and build flight experience. Flight records will be maintained by the unit to which the individual is attached. Personnel who are noncurrent for grounding items in accordance with AFI 11-408, *Aircrew Standardization/Evaluation Program*, will not perform primary aircrew duties, but can perform TALCE duties.

2.5.2.4.3. TALCE Operations Personnel. In addition to TALCE proficiency training, command and control, and airfield management personnel must remain proficient in their AFSCs. To accomplish this, personnel will train in local units for a minimum of 7 duty days per quarter. (ANG and AFRC personnel may attend refresher and proficiency training as necessary.) The AMCU commander/flight chief will have final authority to withdraw a person from training (only after completion of a scheduled shift or with at least 8 hours notification before a scheduled shift), when mission requirements dictate. The AMCU training section will coordinate with the base airfield manager or command post superintendent to establish a training agreement and schedule. Document training in the individual's AF Form 623, **On-the-Job Training Record**, in accordance with AFI 36-2201.

2.5.3. Training Regression. Individuals who fail to demonstrate satisfactory performance during the conduct of assigned duties or who fail to complete Type I training must have their training records annotated in accordance with AFI 36-2201. If an individual is downgraded from "qualified" to "training" status for any reason, supervisors must take immediate action for de-certification.

2.5.4. Proficiency Training for ANG and AFRC units. Proficiency training for all positions will include participation in at least one exercise or TALCE operation every 6 months, measured from the last day of the last deployment.

2.6. Training Records . Individual records for all members will be established to record all training accomplished, to ensure job qualification standards were achieved, and to document specific qualifications certification. These records will also contain information on recurring training and TALCE deployments to determine experience levels and background for filling future deployment requirements. In addition, they provide a basis for determining unit readiness and capability.

2.6.1. Individual Training Folder. The individual training folder may consist of a six part binder or equivalent, be computer generated, or be maintained in a database. When using the six part binder, training records shall be maintained in six sections. Listed below is a breakdown of each section.

Table 2.2. Training folder Breakdown

SECTION I	Initial Orientation Qualification
SECTION II	Special AFSC Certification
SECTION III	Special Qualification Upgrade
SECTION IV	Proficiency Training
SECTION V	Continuation/Recurring Training
SECTION VI	Local Training Documentation and Certificates

Chapter 3

TALCE ORGANIZATION AND FUNCTIONS

3.1. General. This chapter describes the elements that make up the air mobility C2 structure, units that comprise it, and organizations that manage it. TALCEs are formed by combining mission support elements (MSE) from various functional areas organized under a TALCE commander. The AMCU provides the core C2 and supervision. When deployed from an AMOG or theater equivalent, the TALCE will normally include a core aerial port and aircraft maintenance. The TALCE may also draw MSEs from intelligence, administration, and other functional areas as required, to provide functional expertise and management. Non-AMOG mobile C2 units only provide the C2 core of a TALCE.

3.2. Fixed Organizations. This section describes the fixed organizations that provide management, planning, and operational control over TALCE units and operations. The procedures for the management and tasking of TALCE equipment and personnel will be the same during peacetime, contingency, and humanitarian relief operations. TALCEs will have the capability to surge to wartime levels of effort using the same procedures and facilities that are used on a day-to-day basis. The centralized management and tasking organizations are at AMC headquarters, the TACC, and the respective PACAF/USAFE theaters through the AMOCCs.

3.2.1. HQ AMC/DOOM (Operations Management Division, Mobile C2 Branch) is the AMC staff agency that manages AMCU manpower and equipment programs, establishes command policies and procedures, and provides guidance for training, readiness, and employment of those forces. HQ AMC is the lead command and proponent for TALCE functional management. HQ AMC/DOOM will be responsible for:

3.2.1.1. Establishing policy and procedures for all AMCU and TALCE issues to include coordination with HQ AMC AFSC Functional Areas, ANG, AFRC, PACAF, and USAFE headquarters.

3.2.1.2. Establishing policy and procedures for TACC Global Readiness Directorate (TACC/XOP) for tasking and sourcing AMCUs.

3.2.1.3. Managing AMCU manpower and equipment authorizations, tables of allowances, and RSP authorizations.

3.2.1.4. Developing and advocating funding for new equipment, communication systems, computer systems, and ensuring functionality, interoperability, and suitability of those systems.

3.2.1.5. Establishing and standardizing MOBILE C2 training.

3.2.1.6. Acting as focal point for ideas, electronic databases, and projects initiated or conducted by individual AMCUs to minimize duplication of effort by individual units and to disseminate methods and solutions to all squadrons.

3.2.1.7. Providing AMCU quality assistance and standardization policy, guidance, and on-site assessments.

3.2.1.8. Publishing instructions, pamphlets, handbooks, messages, and other written guidance to support all TALCE planning and operations functions.

3.2.2. TACC/XOP is the operational planning, sourcing, and tasking organization that coordinates with other AMC, TACC, USTRANSCOM, and Unified Command and Air Component AMOCC's

planning agencies to validate, source, task, deploy, and manage deployed mission support forces. For theater moves not involving AMC, the theater AMOCC/XOP performs the above duties. For their assigned taskings, TACC/XOP or theater AMOCC/XOP will be responsible for:

3.2.2.1. Exercise and contingency planning, serving as a single point for coordinated taskings, the coordination for airlift and the tracking of deployment mission support forces, and for coordinating MSF capability assessment.

3.2.2.2. Determining air mobility mission support requirements, sourcing, problem resolution, and working issues related to deployed mission support forces.

3.2.2.3. Attending or tasking AMCU personnel to attend JA/ATT, exercise, and other planning conferences in which airlift/tanker mission support requirements will be discussed or identified.

3.2.2.4. Receiving, validating, and coordinating manpower and materiel requests and recommendations.

3.2.2.5. Coordinating and sourcing of resources to fill mission support shortfalls.

3.2.2.6. Coordinating deployment and redeployment airlift for mission support forces.

3.2.2.7. Sourcing initial SAAM, JA/ATT, and exercise and contingency mission support equipment and manpower and materiel packages. TACC/XOP will be the single point tasking authority for all AMC mission support resources. HQ AMC/DPXX is the tasking authority for AMC augmentation forces deploying to temporary theater operating locations. The Air Mobility Tasking (AMT) message is the AMC recognized source for tasking all AMC Mission Support Forces.

3.2.2.8. Determining format and procedures for building the AMT. Publishing a daily AMT message.

3.2.2.9. Creating, coordinating, and publishing mission support plan identifications (PID), time-phased force and deployment data (TPFDD), and unit line numbers (ULN) based on manpower and materiel inputs in support of Joint Chiefs of Staff (JCS) exercises and contingencies.

3.2.2.10. Publishing mission support ULNs in the daily AMT message and coordinating ULN taskings with DPX and XPM for unit levy flow.

3.2.2.11. Publishing support PID, TPFDD, and ULNs in the Joint Operational Planning and Execution System (JOPES) for Mobile C2 taskings for USTRANSCOM tracking and theater commander in chief (CINC) visibility.

3.2.2.12. Coordinating the mission support forces communications concept of operations for specific JCS exercises and mission support operations.

3.2.2.13. Managing the MPA program and authorizing the use of MPA days for deployed TALCE, MST, and AME/AMD missions. Requesting and coordinating annual MPA day authorizations and providing quality assessment of the TACC/XOP MPA programs.

3.2.3. The TACC Mission Support Cell (MSC) is established to manage real-time operational problems related to world-wide air mobility mission support requirements. The MSC is part of the TACC operations center. Operating on a 24 hour basis, it is responsible for managing all mission support operations at deployed operating locations, tracking deployed TALCE capability, tracking airfield capabilities, limitations, current level of activity, problems at each deployed location, and finding solutions to all TALCE operations, sustainment problems, and issues.

3.3. Deployable Organizations:

3.3.1. Air Mobility Operations Squadrons (AMOS). Provides a cadre of personnel to deploy worldwide to establish an AME/AMD, Tanker Cell, or Tanker Cell augmentation when requested. As an extension of the TACC, Additionally the AME/AMD (when deployed) manages TALCEs/MSTs assigned to the AOR. In garrison, squadrons are available to assist in planning tanker and airlift employment for exercises and contingencies. They coordinate with other agencies to meet exercise objectives.

3.3.2. Air Mobility Control Units (AMCU). Provides the core of personnel deployed worldwide to establish C2, aerial port services, and aircraft maintenance capabilities at locations where insufficient or no operational support exists for air mobility assets. AMCUs represent the different in-garrison organizations that deploy TALCE and MST core support elements, conduct airfield surveys, and conduct AMC affiliation training.

3.3.2.1. When the AMCU commander/flight chief or designated representative receives an execution order for a contingency, real-world, or emergency tasking, the TALCE core has 12 hours (36 hours for ANG and AFRC forces) to recall, brief, mobilize in-garrison manpower through the processing line (time permitting), and deliver materials to the ready line for deployment. The planning phase of operations normally occur between the alert order and the execution order; however, mission requirements may dictate that the planning phase also take place within the required response time. TALCE ADVON packages may be moved earlier if mission requirements dictate. AMCUs must maintain adequate recall rosters and procedures to ensure available in-garrison personnel can meet the required response time. Deployed TALCEs will maintain the ability to roll-up and redeploy within 12 hours of notification.

3.3.2.2. The host wing, group, or squadron to which an AMCU is assigned must ensure adequate mobility support and procedures have been established to deploy the TALCE core and additional MSEs within the allocated time. These resources are normally among the first chalks deployed. For this reason, the TALCE commander/flight chief and supervisory personnel must work closely with mobility processing organizations to ensure proper sequencing and timing of deploying chalks. TALCE members will not be tasked to be permanent members of wing mobility processing units; however, the AMCU may designate members to remain until the last chalk to help coordinate TALCE activities.

3.4. Deployed Organizations. Several types of C2 organizations and special purpose teams may be deployed in support of air mobility operations. They are temporary in nature and are established at deployed locations to manage, control, and provide a variety of services and support to the air mobility mission.

3.4.1. Air Mobility Division (AMD). The AMD is under the direction of the Director of Mobility Forces (DIRMOBFOR) and responsible for integrating the total mobility effort for the Joint Forces Air Component Commander (JFACC). The AMD is located in the AOC and is comprised of five elements: Air Mobility Control Team (AMCT), Airlift Control Team (ALCT), Aerial Refueling Control Team (ARCT), Air Mobility Element (AME), and Aeromedical Evacuation Control Team (AECT).

3.4.2. Air Operations Center (AOC). Large scale operations normally require a C2 organization to coordinate and control all activities relating to theater air mobility and air combat. The Theater Com-

mander or Air Force Component Commander will normally form an AOC, using theater assets, to provide this capability.

3.4.3. Air Mobility Element (AME). The AME, as an extension of the TACC, and as part of the Air Mobility Division (AMD) when possible, typically collocates with the Airlift Control Team (ALCT), Air Mobility Control Team (AMCT), and the Air Refueling Control Team (ARCT) to interface strategic airlift with theater airlift, and provide strategic airlift and air refueling expertise and advice to the DIRMOBFOR.

3.4.4. Tanker Airlift Control Element (TALCE). The TALCE is a temporary deployed organization established at deployed locations where air mobility operational support is non-existent or insufficient. A TALCE provides continuous on-site management of airfield operations including C2, communications, aerial port, maintenance, security forces, services, weather, finance, contracting, intelligence stage management, and other critical elements needed to ensure a safe and highly efficient airfield for all air mobility operations. The TALCE is composed of MSEs from various units and deploys in support of Special Assignment Airlift Missions (SAAM), Joint Airborne/Air Transportability Training (JA/ATT), tanker support, contingency and emergency relief missions on both a planned and no-notice basis. TALCE management is a dynamic process tailored to support the concept of centralized command and control, and decentralized execution.

3.4.4.1. Due to the many variables associated with TALCE deployments, it is impractical to provide specific deployed TALCE organizational structures in this instruction. Since the TALCE commander/MST chief is ultimately responsible for the success of the operation at the deployed location, he/she will accomplish detailed planning for the tasked deployment and make specific recommendations on the type and size of manpower and material required to TACC/XOP. Theater TALCEs will send M&M packages to their Functional Managers through the AMOCC. (EXCEPTION: AMC TACC/XOP, or theater AMOCC/XOP, may direct deployment of specific equipment and personnel based on contingency or deliberate planning factors if time precludes the involvement of the deploying AMCU).

3.4.4.2. TALCE organizational structure and responsibilities are similar to that of a typical air mobility wing. A deployed TALCE commander's responsibilities closely mirror those of a wing commander. As such, the TALCE commander is ultimately responsible for all aspects of air mobility operations at a designated airfield. He/she must be given the latitude to form a cohesive team from key functional area MSEs. The TALCE commander must have the authority to dictate the use of Air Force manpower and assets, and make decisions on all air mobility operations on the airfield. These functional area MSEs may be sourced from different wings, groups, and squadrons. The deployed TALCE designation will reflect the unit that provides the command position. The organizational chart (**Figure 3.3.**), it's accompanying notes and suggestions, illustrate a typical deployed TALCE organizational structure.

3.4.4.3. Once deployed, MSEs cannot be "picked off" without the TALCE commander/MST chief coordination. Additionally, unless an extreme emergency exists, the TALCE commander/MST chief will not redeploy personnel without TACC/XOP or AMOCC approval depending on who has OPCON.

3.4.5. Mission Support Team (MST). A C2 element deployed to provide the same type of support as a full TALCE, but only on a smaller scale. Specially trained and certified NCOs provide the primary C2 core management of a MST. These individuals will normally be loadmasters/boom operators.

Other highly qualified and experienced AMCU personnel may serve as MST chief, as prescribed in the 7E1AF mission capability statement. A MST will be augmented by MSEs as required.

3.4.6. Stage Operations Management. In cases where there is insufficient aircrew management related services, the TALCE or MST can manage a limited number of stage crews (normally no more than 4) as part of their mission support duties. However, when there is a significant amount of airfield and/or aircraft activity, or when a large number of stage crews are planned, separate stage crew management teams (identified by UTC 7E1AN) will be deployed to perform this task.

3.4.7. Communications Support Team (CST). A team of aircraft communications/navigation technicians and aerospace ground equipment technicians deployed to provide communications connectivity between deployed mobile C2 organization, air mobility mission support forces, and the TACC or AME/AMD, if deployed. The team deploys under the supervision of a specially trained and certified NCO (7-level). When deployed in support of a specific mission or operation where there is no TALCE, they will report directly to the senior Air Mobility representative, depending on OPCON. In all cases, they will remain under the operational control of AMC. The team chief will act as communications and computer security officer and will ensure TEMPEST and computer security procedures are followed in accordance with AFSSI 7000, *The Air Force TEMPEST Program*, and AFSSI 5100, *The Air Force Computer Security (COMPUSEC) Program*. CSTs will:

3.4.7.1. Coordinate with HQ AMC or theater frequency manager, as required, for all required radio frequencies and ensure they are available at the deployed location.

3.4.7.2. Ensure radios and associated communications and support equipment are prepared for deployment.

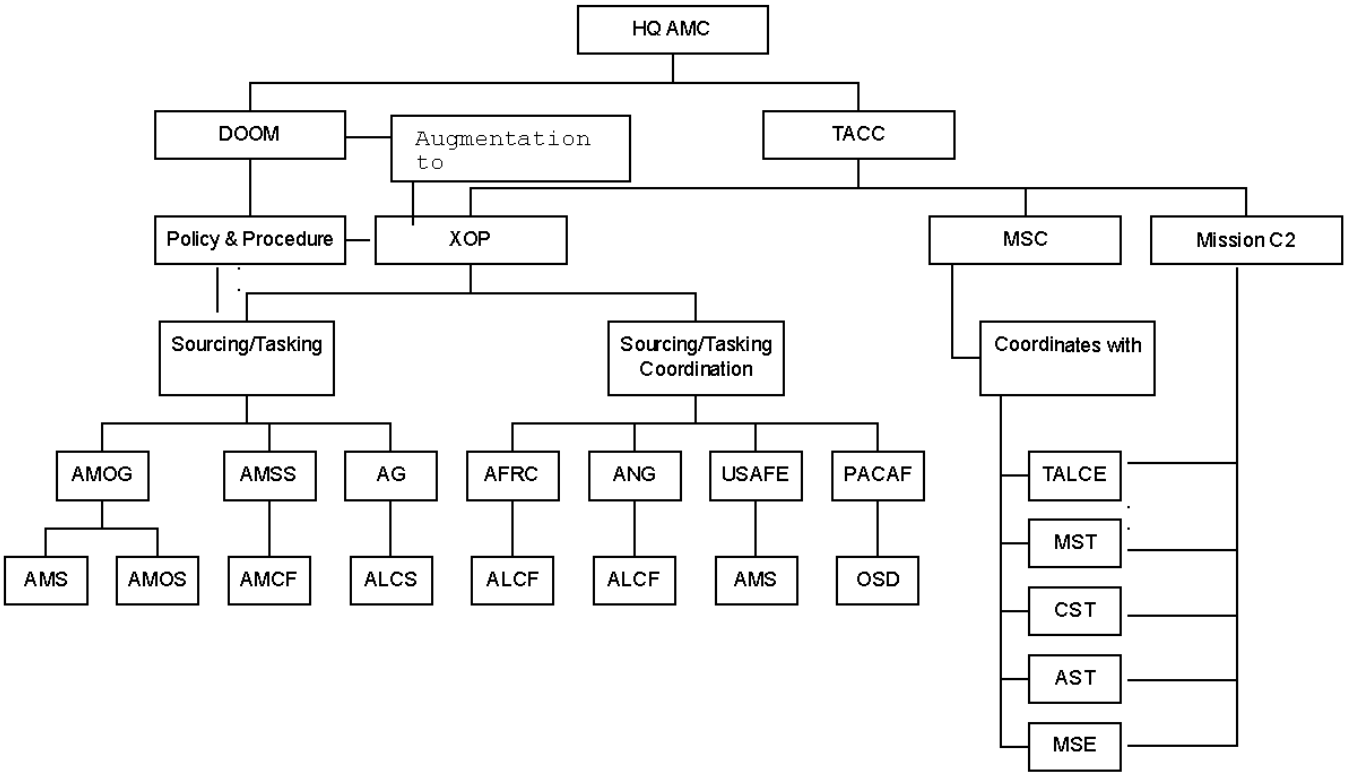
3.4.7.3. Ensure orders are published, transportation and billeting requirements are arranged, passport and immunization requirements are current, and country clearance and visa requirements are requested and received.

3.4.7.4. Ensure AMCU communications and support equipment is transported under the positive control of a cargo courier at all times. HQ AMC/DOOM or AMOCC, as applicable, approval is required to transport equipment without escort.

3.4.8. Affiliation Training Team/Contingency Load Planning Team (ATT/CLPT). Provides instruction to airlift aircraft users in the areas of airlift planning, cargo load planning, and equipment preparation. When deployed in support of contingencies, emergency relief, or exercise operations, the team provides expertise needed to help the user prepare and marshal the initial loads prior to the arrival of the first aircraft, provides on-the-spot training and quality control to the deploying organization, and will provide limited C2 management at locations where the airflow is minimal or sparsely scheduled. A MST qualified instructor will be in charge of the CLPT. The ATT/CLPT will normally consist of two qualified affiliation instructors.

3.4.9. Airfield Survey Team (AST). Conducts airfield surveys at civilian, military, and austere airfields throughout the world. The team is supervised by a AMCU member certified to conduct airfield surveys. The 7E1AP UTC will establish the core element of the AST. The composition of the team is determined by the team chief and airfield survey requirements. As a minimum the team will include a TALCE Airfield Survey qualified 1C0X1(Airfield Manager) and when possible a 2A5X1, (Maintenance Crew Chief), and a 2T2X1, (Air Transportation Specialist). For airfield weight bearing capacity or airfield pavement evaluation, contact HQ AMC/CEX. CEX will make a determination based on previous pavement evaluations.

Figure 3.1. TALCE Management Structure (Daily Operations)



NOTE: For the Deliberate Planning process Theater AMOCCs will coordinate taskings with HQ AMC/ DOOM to avoid duplication of effort.

Figure 3.2. TALCE Operations Center (TOC) Organization.

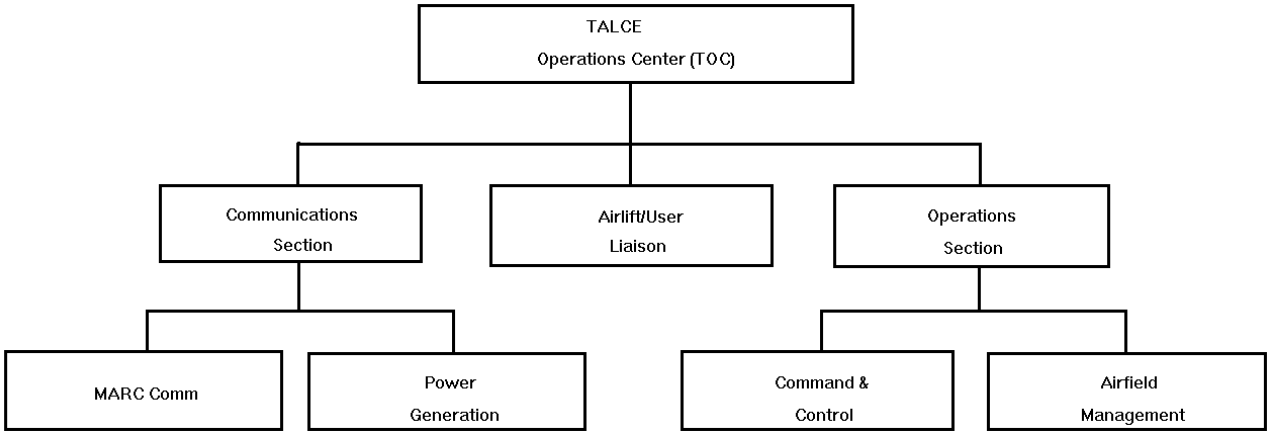
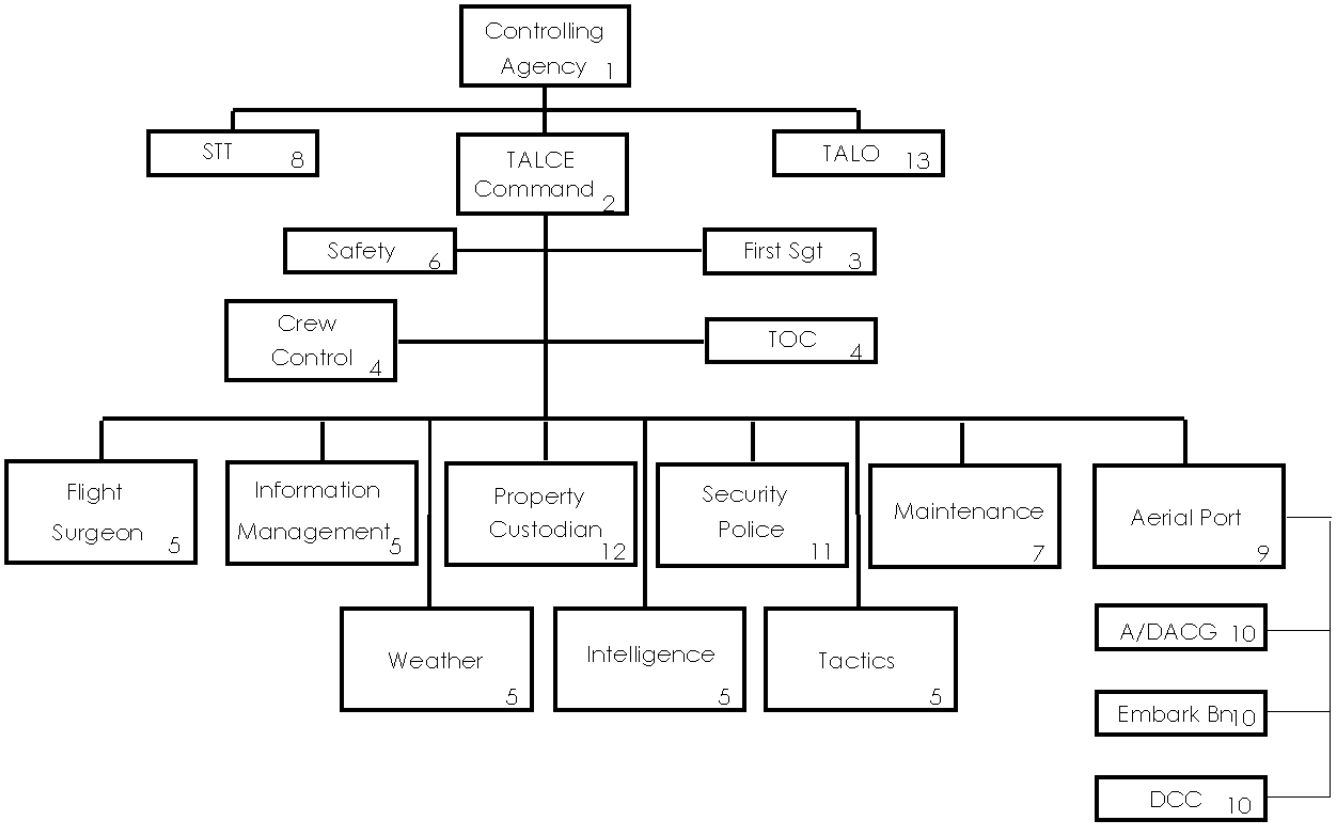


Figure 3.3. Organization of a Deployed TALCE (Notional)



NOTES:

1. The Controlling agency will vary depending on deployed situation and type of mobility resources committed. This agency will be the TACC or AME/AMD (if deployed) for forces under the control of AMC. The controlling agency for forces under operational control of the theater will be the AMOCC or AOCs/JAOCs.

2. During most small and medium-size TALCE deployments, the TALCE commander is an operations officer within the TALCE Operations Center (TOC). If the scope of the operation dictates, this responsibility may be vested in two separate individuals.
3. First sergeant is recommended for medium-to-large scale TALCEs.
4. On medium and large-scale TALCEs, it is recommended that crew control be a separate function from the TOC. The crew control section dispatches aircrew transportation, provides aircrew briefings and weapons storage, issues aircrew brochures, makes billeting assignments, orders computer flight plans, maintains the aircrew stage, answers telephone queries as to expected alert times, maintains all aircrew records, and alerts and briefs aircrews. This frees the senior duty officer in the TOC to more effectively direct the operation.

   4.1. The senior operations officer coordinates the activities of airfield management, command and control, information management, administrative specialists, communications, ramp coordinators, and airfield security.

   4.2. Ultra high frequency (UHF) and very high frequency (VHF) air-to-ground communications equipment and a land-mobile radio net will normally be established in the TOC to provide C2 connectivity.
5. Depending on the type, size, location, and character of the TALCE, some positions may not be required. For example, combat tactics should only be required for tactical and airdrop missions and will normally be accomplished by the AME/AMD, if deployed.
6. Two key factors used for determining the number of safety personnel required for deployments are magnitude of the exercise and aircraft workload at the operating location. Safety personnel may augment a specific TALCE and/or support other airlift and tanker operating locations in the area of responsibility (AOR) as necessary.
7. Normally supply and the petroleum, oil, and lubricant (POL) activities are incorporated into the maintenance function. On medium and large scale TALCEs, combining flightline AGE personnel, special and general purpose vehicle repair personnel, and AGE drivers into a pool (with the responsibility for all daily equipment inspections, including vehicles) may be advisable. Not only do these personnel have the expertise to accomplish the tasks, but will have the responsibility for the required daily inspections if tasked by the TALCE commander.
8. One or more STTs may be required if airdrop operations require ATC, communications, etc.

   STTs will be controlled by Air Force Special Operations Command (AFSOC).
9. The aerial port operations function is generally organized along normal fixed port operations lines. Functions to be activated are determined by workload requirements. Functions may include, but are not limited to, air terminal operations center (ATOC), air cargo section, air passenger section, in-transit visibility (ITV), and joint inspection (JI).
10. Where arrival or departure airfield control groups (A/DACG) are involved, they work very closely with aerial port personnel. It is advisable to have a TALCE representative in the A/DACG and an A/DACG representative in the TALCE aerial port section. Effective communications between the two (such as land-mobile radios or field phones) is essential. Similar

working relationships should be established with Marine Corps embarkation battalions, and Air Force deployment control centers (DCC).

11. Unless the threat condition dictates the need for a security forces team, a security force (SF) coordinator will normally be deployed. The coordinator will evaluate the situation and assist the TALCE commander in determining the need for security force augmentation.
12. AFSC optional (commissioned or senior non-commissioned officer with E-5 or above NCO to assist), appointed through coordination among the TALCE commander, logistics plans officer, and affected squadron commanders.
13. Theater Airlift Liaison Officers (TALOs)/AMC Liaison Officers (AMCLOs) provide an important link between Air Force and user operations. They can assist the TALCE commander with requests for host user support and provide critical information from the airlift user that impact air mobility operations. They should be provided access to the MARC. Consideration should be given to having the TALO/AMCLO on the TALCE radio net if extended liaison is required. TALOs are under the command of their parent Air Force unit and under OPCON of the Tactical Air Control Party (TACP) senior Air Liaison Officer (ALO). AMCLOs are under the command of their parent AMOG. When deployed, AMCLOs remain under OPCON to their AMOG. In some cases, the TALO/AMCLO may be the senior AMC C2 representative until the TALCE is established and operational.

Chapter 4

AMC AFFILIATION PROGRAM

4.1. General. The AMC Affiliation Program is designed to develop a mutual understanding of air mobility requirements and capabilities and to foster an informed, professional, and cooperative management environment for DOD users of military airlift and its providers. Limited airlift capability, combined with the rapid response required for global mobility, and coupled with the small size of AMC's mission support forces, places increased responsibilities on the airlift user. To assist the airlift user in becoming more self-sufficient in preparing for air movement, the AMC Affiliation Program was devised to increase management awareness and involvement, provide technical information, quality assistance, and feedback to airlift customers. The liaison established at all working levels promotes this concept through staff visits, formal classroom training, staff planning validation, and joint participation in mobility exercises. Preplanning, early identification of air mobility requirements and potential problem areas help to ensure a smooth flow of cargo, personnel, and aircraft. Program objectives are directed toward one goal: improving mission readiness for affiliated units. This is accomplished by teaching DOD airlift users how to plan, prepare, and deploy by air quickly, efficiently, and safely, with minimal Air Force assistance.

NOTE: This program does not provide for hazardous cargo certification training or training in AMC C2 procedures.

4.2. Objectives:

4.2.1. To establish a liaison between airlift managers and the using agencies to optimize airlift planning and utilization.

4.2.2. To develop an understanding and appreciation of the complexities of air movement and unit activities necessary to prepare for that movement.

4.2.3. To provide a closer relationship between the affiliated units to develop a mutual understanding of their respective mission capabilities and requirements.

4.2.4. To provide a joint training program to enhance planning and executing rapid movement by air.

4.2.5. To ensure an immediate and effective team effort for air movement.

4.2.6. To reduce user reliance on Air Mobility mission support.

4.3. Affiliation. Affiliation is the relationship between an AMCU and designated Army, Navy, Marine Corps, and Air Force units. This relationship provides the avenue necessary for unit level coordination between AMC and the airlift user. ANG and AFRC units are primarily responsible for their own affiliates training.

4.4. Requests for Affiliation Alignment. Units will send initial requests for affiliation alignment to HQ AMC/DOOM. HQ AMC/DOOM will determine validity and feasibility of the request based on justification submitted and other commitments in support of contingencies that require AMC airlift support and identify an AMCU to be affiliated with the requesting unit. For ANG and AFRC units, AMC's recommendation (or nonconcurrence) for affiliation will be sent to the respective ANG and AFRC headquarters for final determination. The ANG and AFRC headquarters will accomplish affiliation alignment and notification and send an information copy to HQ AMC/DOOM and AMC TACC/XOPM.

4.5. Affiliate Types. Each affiliated unit will be assigned an affiliation category. Types I, II, III, and IV, align AMC active duty AMCU with active duty units. Type V units can be active duty or ANG and AFRC units. Normally these units will not meet the requirements for classroom training. However, these are units that have a wartime mission, and because of this they are entitled to an affiliation relationship. Types VI and VII designate ANG and AFRC units. Designation of affiliate type denotes frequency of training user unit will receive to maintain its deployment capability, it does not relate to the unit's JCS or mission priority.

Table 4.1. Affiliation Types

TYPE I.	Training is authorized four times per fiscal year.
TYPE II.	Training is authorized two times per fiscal year.
TYPE III.	Training is authorized once per fiscal year.
TYPE IV.	Training is authorized only when affiliated unit is scheduled to participate in known operations.
TYPE V	This category applies to units affiliated with AMC headquarters and to units that may not have a classroom training requirement, but have a wartime tasking and are entitled to an affiliated unit relationship.
TYPE VI	Training is authorized once per fiscal year.
TYPE VII	Training is authorized only when affiliated unit is scheduled to participate in known operations.

NOTE: Special training needs for all types will be considered upon request, but are subject to AMCU instructor availability and must be coordinated with DOOM and XOPM.

4.6. Activities. The following are considered to be the minimum activities necessary to ensure an effective program. Liaison officers (TALO, AMCLO, etc.). should participate in these activities to the maximum extent possible.

4.6.1. Initial Visits. New affiliates should receive a personal welcome by the AMCU commander/flight chief and the affiliation program manager during the initial visit to explain the purpose of the program, what the program can offer, and the user's responsibilities to get the most benefit from the program.

4.6.2. Affiliation Visits. Visits provide staff assistance, command orientation, and an excellent opportunity to establish relations between NAF, AMOGs, and AMCUs, and airlift users. Visits should include a briefing to the unit commander, logistics personnel, mobility officers, NCOs, and A/DACG embark battalions, or Deployment Control Center (DCC) personnel. The briefing should provide an overview of AMC's organization, capabilities and limitations, and deployment procedures. It should focus on the unit's mission and deployment requirements and the interface between its air mobility planners and AMC mission support forces, and it should discuss the roles and capabilities of each. The working relationship between the unit's deployment control unit (A/DACG, embark battalions, DCC) and the TALCE should be thoroughly described. Finally, the specifics of affiliation training should be covered describing the type of training offered, how to request classes, who should attend, tracking students after graduation, and staff assistance available from airlift control units. Affiliation visits

should be conducted when requested by the unit commander, when significant changes in staff or organization occur, or once every 2 years.

4.6.2.1. Quality Control Visits To Sister Service Schools. Each Sister Service School conducting AMC Affiliation training will be assigned an AMCU to interface with. This will help to maintain AMC prescribed standards. As a minimum, the associated AMCU will conduct an instructor observation annually and for new instructor certification. The following alignment has been established:

Table 4.2. Sister Service Alignment

U.S. Army Transportation School	Ft Eustis, VA	317 ALCS
82D ABN Air Movement Operations School	Ft Bragg, NC	621 AMOG
101st ABN Strategic Deployment School	Ft Campbell, KY	463 ALCS
EWTGPAC	NAB Coronada CA	615 AMOG

NOTE: Sister Service School visits will be documented and a copy will be forwarded by e-mail to HQ AMC/DOOM with a list of current qualified instructors for that School.

4.6.2.2. Instructor Assessment. HQ AMC Affiliation manager, AMWC, NAF Affiliation managers, and unit affiliation managers will conduct periodic assessments of instructors. HQ AMC Affiliation manager will conduct periodic assessments for active duty, AFRC, and Guard affiliation instructors. 4 AF/22 AF are primarily responsible for conducting assessments of AFRC instructors. Each AMCU Affiliation Manager will observe and document each primary instructor at least once in a twelve month period. All assessments will be documented with a copy put in the instructors training folder and a copy e-mailed to HQ AMC/DOOM. Any instructor de-certified will require retraining in the affiliation JQS and complete an evaluation prior to being signed off by the unit Squadron Commander.

4.6.3. Computer-Assisted Load Planning. All affiliation instructors will be proficient in computer-assisted load planning tools. The unit affiliation manager will assign one individual to participate in working computer load planning development and usage issues. Each squadron should maintain at home station and at each deployed location a computer-assisted load planning capability. The ability to transfer load plans by electronic means where adequate telephone circuits exist should also be maintained.

4.6.4. Staff Visits. Each AMCU should provide their affiliates with staff visits when requested by the affiliated unit commander. The AMCU affiliation manager will be the POC for these visits. They should coordinate activities with their counterparts at the affiliated unit. This assistance falls into two distinct categories: mission planning validation, and exercise quality assessments.

4.6.4.1. Mission Planning Validation. Each AMCU will provide their affiliates load planning assistance and validation. In conjunction with their affiliated units, the AMCU will validate unit plans when changes occur in the affiliated unit's mission or equipment. A database of affiliated units' equipment will be established and maintained for ready use in a computer assisted load planning system. When possible, AMCUs will establish a data link with affiliated units for unit load plan validation using the CALM/AALPS systems.

4.6.4.2. Exercise Quality Assessments. Each AMCU will provide assistance visits to their affiliated units during selected mobility or deployment exercises, subject to the availability of AMCU personnel. During these visits, AMCU personnel will assist inspectors or participants at the unit commander's discretion. Affiliation training managers will use the standard AMC/DOOM approved Exercise Quality Assessment Guide. Refer to 8.7.1.3. for the AMC Exercise Quality Assessment Guide. TALCE personnel will determine if load plans are correct, note discrepancies, and assess equipment marshaling, preparation, and documentation procedures. On-the-spot instruction or correction may be provided at the discretion of the unit commander. TALCE personnel will identify unsafe conditions or actions, and intercede where necessary to prevent the possibility of personal injury or damage to equipment. An after action report will be written and provided to the supported unit, the AMCU commander, and to HQ AMC/DOOM. Lessons learned which may be applicable to other units will be submitted to the AMWC for inclusion in the Affiliation Lessons Learned training database and AMWC quarterly newsletter.

4.6.4.2.1. Funding Requirements. Active duty affiliated units requesting an Exercise Quality Assessment will be funded by the Affiliation program. For the ANG, UTA and AFRC, RPA days will be used for their own service units. MPA days are authorized for non-ANG and AFRC affiliated units. Only one Exercise Quality Assessment is authorized per affiliated unit once every 2 years. Prior to the release of MPA days, the AMCU affiliation manager will forward a request to their respective ANG and AFRC NAF headquarters for approval. The ANG and AFRC NAF headquarters will forward to HQ AMC/DOOM for final approval.

4.6.4.3. Additional Planning Requirements. Each AMCU will assist affiliated units when possible for planning air mobility operations, or participating in air deployment exercises. This assistance should be requested well in advance of the intended operation to allow for advance personnel scheduling and adequate preparation. The AMCU should assist the unit in understanding and determining their own requirements such as identification of the operational plans, support equipment available at both onload and offload locations, identification of key personnel, their airlift related duties, and methods for developing and modifying movement priorities. Further emphasis should be placed on load planning activities such as load preparation and documentation, certification of hazardous materials, and load team composition and duties. The unit should have a thorough understanding of any inter-service agreements affecting operations at their departure airfield. Lastly, they should have an understanding of what AMC support is available to them and its limitations.

4.6.5. Unit Affiliation Conferences. Each AMCU will host an affiliation conference every 2 years to address common issues and problems experienced by our affiliated airlift users and to share new and important information with them. Attendees will include representatives from each affiliated unit and, when possible, AMC headquarters, AMWC, and AMCU functional managers. Attendance at an affiliation conference by the appropriate user personnel can accomplish the same objectives as an AMCU affiliation visit to the unit. A combined active duty, ANG or AFRC conference is acceptable and would provide vital insight into problems facing the different communities.

4.7. Affiliation Training. The heart of the affiliation training program is classroom instruction, which provides a forum for the exchange of information in an informal, working-level environment. Training is provided at the airlift user's facility and must meet the AMC standards for an effective classroom environment. One course taught in two phases provides the student with necessary knowledge to safely and efficiently plan his or her unit's airlift requirements. Phase I is a 2-day course covering equipment

preparation, weighing and marking procedures, basic center of balance calculations, and aircraft and flightline safety. Phase II continues for the next 6 days with instruction in aircraft characteristics, load planning, and manifest documentation requirements. ANG and AFRC ALCFs will provide a similar training program to their affiliates. The ANG and AFRC program consists of two courses; an equipment preparation course (EPC) and an airlift load planners (ALP) course. EPC is identical to phase I training, and ALP is identical to phase II training.

4.7.1. Phase I. Phase I is designed for all unit personnel and is a prerequisite for those individuals continuing to the phase II. The goal here is to prepare unit personnel to prepare, load, and tie-down unit equipment on air mobility aircraft. It also provides basic weight and balance procedures and marshaling requirements necessary for phase II. Course is presented during 2 days of academic instruction with a hands-on equipment preparation exercise at the affiliate's home station using AMC Pam 36-1, the standard AMC syllabus, and visual aid packages. Successful completion and receipt of the training certificate recognizes the student as having been trained to prepare unit cargo for air shipment. When feasible, a static loading aircraft should be scheduled in conjunction with phase I. The practical experience gained in preparing, marshaling, and loading equipment on an actual aircraft does much to reinforce the information presented in the classroom. Personnel who successfully complete phase I training are authorized to train other unit personnel in phase I procedures and responsibilities.

4.7.2. Phase II. Restricted to unit movement officers and supervisory personnel (E-5 and above who are actively involved with load planning process) who have completed phase I training. Students must have a 12-month retainability with responsibility for airlift planning and execution of joint combat air mobility operations. Individuals who do not meet this criteria may be admitted with written verification from their commander or unit mobility officer stating that they have a valid need for the training. Course is presented over 6 days of academic instruction at the affiliate's home base, using AMC Pam 36-1, the standard AMC syllabus, and visual aid packages.

4.7.3. Comprehensive Examinations. Each AMCU will posses two comprehensive examinations, one primary and one secondary, for each course. Tests for phase I will be a 50 question open-book test. Tests for phase II will consist of a 30-question open-book written evaluation and an open-book aircraft manifesting exercise. These examinations will be from the AMC/AMWC approved test bank. The AMCU will submit examinations to AMC/AMWC for approval. An examination will be administered to each student attending the course. The minimum passing score for each examination is 80%. Each examination will be scored separately. Students who do not achieve a minimum score of 80% on any one of the examinations will not be certified. There are no provisions for the re-testing of students. Students who do not become certified should be rescheduled for the next available course.

4.7.4. Deviations. Course length, content, and examination formats will not be modified or deviated from without AMWC coordination and HQ AMC/DOOM written approval. Written request, with justification for course deviation is required.

4.7.5. Class Size. To provide an effective student- instructor ratio, class sizes must be regulated. Ten students will be the minimum class size for either phase I or II. Phase I classes will not exceed 50 students and phase II will not exceed 25 students. Instructor requirements will vary according to type and size of the class.

4.7.5.1. Phase I. Phase I classes of 10-15 students require one affiliation training qualified (1AXXX) primary instructor. For classes of 16 or more students, two instructors are required—one must be an affiliation training qualified 1AXXX and the other may be any AMCU affiliation

training instructor qualified NCO. If units desire static-load training, they must submit the request at the JA/ATT planning conference 60 days in advance of actual date desired. Static-load training should be held in conjunction with equipment preparation training, or a planned unit or base mobility exercise.

4.7.5.2. Phase II. Phase II classes of 10-15 students require one 1AXXX affiliation training qualified primary instructor. Classes with 16-25 students require, one 1AXXX affiliation training qualified instructor and one affiliation training instructor qualified NCO of any core AFSC.

4.7.5.3. Primary instructor. When two affiliation training qualified instructors are required for a class, one of them will be designated as the primary instructor by the AMCU affiliation training manager. The primary instructor will be responsible for ensuring that all administrative duties before, during, and after return to home station are completed. Additionally, they will be responsible for any operational issues that come up during affiliation training. Some examples would be static loader aircraft coordination, classroom that does not meet minimum standards, or on and off station reporting. Refer to **8.2.** for information required to complete an affiliation on station report.

4.7.6. Cancellation of Training. All affiliation instructors are authorized to cancel all types of training when training objectives cannot be met. Consult with the TALO (if assigned), the installation office of primary responsibility (OPR) for affiliation matters, and the parent AMCU before canceling. Training classes with less than 10 students, equipment not prepared for air shipment in accordance with established technical orders, insufficient quantities of equipment to support training needs, or delays in training that preclude efficient use of remaining training time all constitute justification for cancellation of training. For AFRC units, contact your respective AFRC NAF prior to cancelling a course.

4.7.7. Student Availability. Students will be available for training at all times for the duration of the course. Host units will consider students to be in a TDY or TAD status for the entire course. Absence from training for other scheduled appointments, formations, muster, inspection, or other unit activities is not authorized. Students will not be scheduled to perform other duties to include OOD, CQ, or any other after duty hours activities. If students are scheduled for other activities or appointments they will be immediately removed from training. The affiliation training day should align with the duty day of the host installation. If affiliation training for any particular training day ends before the end of the host installation duty day students will not be released to their duty section, they may be released to perform self study. Exception: Students may participate in PT if it scheduled to end before the start of the training day.

4.7.8. Certificates of Completion. Students successfully completing phase I and II training will be issued an AF Form 1256, **Certification of Training**, signed by the AMCU commander/flight chief. AMC Form 9, **AMC Airlift Load Plan Certification**, will be issued to those individuals satisfactorily completing phase II. A control number will be documented on the AMC Form 9. Use the affiliated AMCU's control number in case of a short fall. The following procedures will be used when creating the control numbers. Use the units identifier, the fiscal year the class is taught, and the sequence number of the class being conducted. In the case of the 615th and 621 AMOG, use the 615th or 621st as the unit identifier for all 3 AMS's, as appropriate. An example of the control number is 623-99-05. The 623rd is the affiliated AMCU, with the class being taught during the fiscal year 1999 and is the 5th class the 623rd has taught during the fiscal year. Certificates will note which phase was completed. Phase II certificates will include the appropriate course identification personnel code (USAF PDS 9N1 or USMC code M9T). If other services assign their own personnel code to phase II, that code will

be included on the certificate for students assigned to that service. The primary instructor will coordinate with the host POC to ensure the proper code is included on the phase II certificate. The Sister Service Schools will use their own control numbers. Examples of the Sister Schools control numbers are:

Table 4.3. Sister Service School Control Numbers (Example)

U.S. Army Transporation School	Ft. Eustis, VA	EUS-99-01
82D ABN Air Movement Operation School	Ft. Bragg, NC	BRG-99-01
101 ABN Strategic Deployment School	Ft. Campbell, KY	CAM-99-01
EWTGPAC	NAB Coronada, CA	COR-99-01

NOTE: It is the responsibility of the affiliated AMCU to report Sister Service Schools class summaries to HQ AMC/DOOM.

4.7.9. Phase II Certification. Graduates of phase II will be certified as aircraft load planners with certification valid for 24 months. AF Form 1256 will serve as source document.

4.7.9.1. Recertification training. The eligibility period for recertification training will be from 18 to 30 months after the initial/latest certification. Only personnel who are actively involved with the load planning process will be eligible for this training. Recertification candidates will have a signed letter from their commander or supervisor stating the need for their recertification. Affiliation managers will keep these letters on file in the unit's affiliation folder. Recertification training should be conducted the day before the beginning of, and in conjunction with a regularly scheduled affiliation training class. Recertification training will include any pertinent updates on information that may have changed since the students last class, and refresher on aircraft limitations and capabilities. Affiliation training managers will develop recertification training classes for their assigned affiliates. For all other personnel who do not meet the provisions of this paragraph recertification may be accomplished by completing AMC affiliation training or attending a sister service school teaching aircraft load planning.

NOTE: 2T2X0 personnel do not require recertification or recurring training. Mark the expiration date block on the AMC Form 9 "N/A" for these personnel.

4.7.10. Static Loaders for Phase I Training. Static load trainers, when scheduled in conjunction with an ongoing affiliation course enhances student understanding, and is a valuable supplement to the activities taught in the classroom. Static loaders are funded through the JA/ATT program. Classroom training time will not be shortened or canceled to support static loader aircraft. The static loader reinforces the material presented in the classroom and provides an insight into the reasons and importance of the principles presented. To ensure effective use of the aircraft, the unit equipment tasked to support the practical exercise must arrive at the training site promptly and configured for airlift. During the practical exercise, the entire unit should become involved in the training process. Equipment selected for preparation is the actual equipment the unit requires for their combat role. As such, the individuals responsible for equipment preparation, load consolidation, and transportation have the opportunity to perform those duties in a supervised training environment. All cargo will be inspected using DD Form 2133, **Joint Airlift Inspection Record**, prior to loading aboard the aircraft. When static load aircraft

are not available, universal loading simulators (ULS) will be used to represent actual AMC-assigned air mobility aircraft. The joint inspection team should consist of a representative from the deploying unit mobility office, A/DACG (installation mobility office), and selected students from the class. Cargo discrepancies will be properly noted on the DD Form 2133. As with actual unit moves, only cargo passing the joint inspection shall be loaded on the aircraft or ULS, if available. The primary instructor will make maximum use of static loader aircraft authorized ground time. Do not complete training until all allocated training time has been used.

4.7.11. Classroom requirements. The primary instructor will be the final authority on classroom suitability. If the classroom does not meet minimum standards for an acceptable learning environment, the instructor(s) will work with the unit POC and TALO (if assigned) to resolve any discrepancies. As a minimum all classrooms will have adequate lighting, environmental controls, and sufficient work space for each student. The minimum work space for each student will be 36” x 36”. Classrooms should have the ability to be secured when class is not in session. Normally the same classroom will be used for the duration of the course. The host unit should not offer a classroom that is in their immediate work area. The classroom should be located outside the students work area to minimize interruptions from other unit personnel. The host unit will provide other classroom support as needed (TV, VCR, dry erase board, or other materials).

4.8. Scheduling: AMCUs will publish an annual training schedule and send a copy to HQ AMC/DOOM, and AMWC. The affiliation schedule will include as a minimum, the unit to be taught, location, to include the state, inclusive dates, Form 9 number, and the type of class taught. The schedule for the guard and reserves will also include which classes are being taught using RPA days/MPA days. This schedule will be submitted prior to the beginning of the fiscal year. Conducting affiliation training is not authorized until annual training schedules have been received.

4.8.1. Active duty AMCU affiliation managers will schedule affiliated unit training based on training availability requests received from affiliated units.

4.8.2. All ALCF affiliation managers will ensure a forecasted schedule for phase I and phase II training is developed and sent to each affiliate before the beginning of the fiscal year. ALCFs will send a tentative schedule to their respective NAF affiliation manager, (22AF/DOTA or 4AF/DOTT). The NAF affiliation manager will consolidate inputs and send a copy to all applicable ALCFs, the AMWC, and HQ AMC/DOOM via e-mail. A minimum of three phase II courses will be taught to non-ANG and AFRC units using Unit and RPA funding. Phase I courses will be scheduled as necessary, but no more than five, 2 day classes will be conducted for non-ANG and AFRC affiliates using RPA funds. All other training conducted will be MPA funded. RPA funding requirements will be scheduled prior to MPA funding being released. AFRC training is not included in these limitations and will be RPA-funded.

4.8.3. Non-Affiliated Unit Training. Training for non-affiliated units is authorized only with HQ AMC/DOOM approval. Units desiring training, briefings, or other affiliation activities must make their requests to HQ AMC/DOOM. Non-affiliated units requesting training will normally provide funding for training, this also applies to type V units. AFRC; Army National Guard non-affiliated units will be funded using RPA funds.

4.9. AMCU Affiliation Management:

4.9.1. Unit Commander/Flight Chief. The commander/flight chief is responsible for the unit-level affiliation program to include selection and training of instructors, quality of instruction, and proper guidance and emphasis to achieve program objectives.

4.9.2. Affiliation Manager. The commander/flight chief will appoint a highly qualified 1AXXX as the unit affiliation manager. Other instructors can be from other core qualified (enlisted) AFSCs provided they meet all other affiliation instructor prerequisites. Affiliation Managers for AFRC units will be the 1AXXX Air Reserve Technician.

4.9.3. Affiliation Instructors. All personnel conducting affiliation training courses must be knowledgeable in current directives, doctrine, and procedures and present themselves as professional airmen. Information in the training program must reflect current policy and must be consistent with that distributed by AMC headquarters and the AMWC. ANG and AFRC units will have a minimum of three affiliation instructors.

4.9.4. Instructor Training. All affiliation instructors will successfully complete The Affiliation Instructor Qualification Course (AIQC) conducted at the AMWC. This course familiarizes personnel with current courseware and helps standardize the curriculum being taught in the field. Requests for an exception to AIQC training will be made to HQ AMC/DOOM. All AMC Affiliation Instructors must successfully complete the Affiliation JQS and be recommended by the AMCU Affiliation Manager prior to being certified as an Affiliation Instructor.

4.9.5. Instructor Quarters. To ensure integrity of teaching and security of testing materials, affiliation instructors must not be billeted in the same room with students. If billeted in government quarters, access to a class-A telephone must be readily available to the Affiliation Training Team Chief to meet AMC's commitment to worldwide operations. Readily available is defined as in the Affiliation Training Team Chief’s room or a class A phone must be manned 24 hours so the affiliation instructors can receive immediate messages. Affiliation instructors frequently perform after duty hour functions; correcting homework, preparing the next day’s lesson, working one on one with students, etc. Due to these requirements, and to ensure that instructors are well rested and prepared for the next day of training, instructors will be billeted in single rooms. The primary instructor will submit a written report to HQ AMC/DOOM and AMWC/WCOT explaining any billeting problems.

4.10. Courseware. The AMWC is responsible for courseware development. The Instructional System Design (ISD) model will be used to evaluate the requirements (training gap) and the desired educational goals for affiliation training. Objective, instructional plans designed to meet those objectives, and a complete syllabus with lesson plans, and media support will be developed and kept up to date. In addition, metrics will be developed and used to see if the desired learning outcomes are being met.

4.11. Quality Control . A high degree of quality control will be maintained over the airlift planners and equipment preparation courses, and any static load aircraft or ULS training.

4.11.1. Each instructor must teach at least one airlift planners course every 12 months to maintain currency. If the 12 month period is exceeded, requalification is required.

4.11.2. The unit affiliation program manager will maintain and review end of course student critiques (AMC Form 502, **AMC Affiliation Training Student Critique**) for significant comments that may affect instructor performance, course content, recommended changes, etc. Any significant remarks will be consolidated and sent to the AMWC/WCOT and HQ AMC/DOOM for review.

4.11.3. Summaries are required for each phase I and Phase II affiliation training class. All summaries will be forwarded to HQ AMC/DOOM and the AMWC/WCOT. Summaries will be submitted via e-mail to the HQ AMC/DOOM Affiliation Manager and to the AMWC/WCOT within three working days. Refer to **8.3.** on the information required to complete an affiliation summary.

4.12. AMC Headquarters Affiliation Manager's Conference . An AMC affiliation manager's conference is authorized annually. Conference will be hosted by various affiliated service agencies on a rotational basis and chaired by HQ AMC/DOOM. Attendees will be representatives from the major commands, sister services, AMWC/WCOT, ANG headquarters AFRC NAF affiliation managers, and representatives from affiliated Army, Navy, Marine, and Air Force units. The primary purpose of the conference is to discuss and resolve problem areas within the affiliation program as perceived by the Army, Navy, Marine Corps, and Air Force affiliates.

4.13. Documentation . Each AMCU will establish and maintain records for each affiliated unit showing key personnel, training accomplished, staff visit activities, problem areas/issues, and trends. For AFRC ALCFs, the AFRC headquarters OPR, NAF OPR, or a designated representative will observe an affiliation course at each ALCF a minimum of once every 24 months. A written evaluation will be given to the instructor, ALCF commander, AFRC NAF, HQ AFRC/DOO, AMWC/WCOT and HQ AMC/DOOM. (Note: Until the ANG establishes an affiliation training OPR, the HQ AMC Affiliation Manager will observe ANG affiliation courses.) As a minimum, AMCU affiliate training folders will contain the following information:

4.13.1. UNIT DATA

4.13.1.1. Mission statement

4.13.1.2. Commander biography

4.13.1.3. Airlift requirements

4.13.1.4. Type equipment

4.13.2. POINTS OF CONTACT (Names, telephone numbers, addresses)

4.13.3. PHONE LIST (Phone numbers for base ops, billeting, fire dept., transient alert, message center, etc.)

4.13.4. LOCATION INFORMATION (Maps, hotel info, etc.)

4.13.5. COMMAND/STAFF VISIT INFORMATION

4.13.5.1. Correspondence

4.13.5.2. After Action Reports

4.13.5.3. Miscellaneous Data

4.13.6. TRAINING CORRESPONDENCE

4.13.6.1. Training requests

4.13.6.2. Confirmation Letters

4.13.6.3. Cancellation Letters

4.13.6.4. Schedule of Classes

4.13.7. TRAINING SUMMARIES (File information for each class provided in the specified order.)

4.13.7.1. Class roster

4.13.7.2. Test scores

4.13.7.3. After Action Report

4.13.8. OPERATIONAL MISSION AFTER ACTION REPORTS

4.13.9. EXERCISE QUALITY ASSESSMENT REPORTS

4.13.10. UNIT AFFILIATION ISSUES

4.13.11. MISCELLANEOUS INFORMATION

4.13.12. Unit folders may be kept electronically, in 3 ring binders, or other types of folders.

4.14. Removal of or Change in Type Rating of Affiliates . Units that do not participate in the affiliation program for a period of 2 years, or whose change in mission negates the necessity for training, or whose mission has changed, will be removed from the affiliation program or have their affiliated type changed. AMCU commanders/flight chiefs along with affiliation training managers are responsible for determining the proper alignment of their assigned affiliates and determining removal from the program. Affiliation managers will forward written requests for the removal of affiliated units or a change in unit type rating to HQ AMC/DOOM for final approval.

4.15. ANG and AFRC Affiliation Program. ANG and AFRC participation in the AMC Affiliation Program is twofold. First, the ANG and AFRC ALCF personnel operate an ANG and AFRC affiliation program under ANG Training Day or RPA program. The program provides training to affiliated ANG and AFRC units. Secondly, ANG and AFRC ALCF personnel provide manpower to augment the active duty AMC Affiliation Program. This part of the program operates under the MPA man-day program.

4.15.1. ANG and AFRC Affiliation Program. The ANG and AFRC Affiliation Program was established to meet ever increasing demands on the AMC Affiliation Program. Demands create valid manpower shortfalls in the active duty AMC Affiliation Program. Using ANG and AFRC ALCF personnel is necessary to meet program objectives.

4.15.2. Concept of Operations. Within the ANG and AFRC affiliation program, ALCFs are aligned with ANG and AFRC affiliated units to provide AMC affiliation training. AFRC ALCFs will support the AMC affiliation program with affiliation air reserve technicians (ART) managers. ANG will support the AMC affiliation program with individuals designated as the affiliation managers. ALCFs will make every attempt to satisfy their affiliates' training needs (IAW paragraphs **4.7.** and **4.8.**) with Unit Training and RPA man-days identified for the affiliation program.

4.15.3. Associate MPA Program. Certain conditions must be met before AMC TACC XOPM will release MPA days in support of the AMC Affiliation Program. MPA days may be used when ANG and AFRC ALCF members support validated AMC Affiliation Program shortfalls from active duty AMCUs. These shortfalls must be in support of the affiliation program and active duty affiliated units that the active duty AMCU personnel cannot support due to peak workloads. MPA days will also be released when the provisions of paragraph **4.8.2.** have been met.

4.15.4. Requesting MPA days. When the provisions of paragraph **4.8.2.** have been met ANG and AFRC ALCFs will request MPA days. All reserve units will request MPA days through 22AF DOTA

or 4AF DOTT to HQ AMC/XOPM. Requests must be received by 22AF DOTA and 4AF NLT 30 days prior to the scheduled class start date. Guard units will request MPA days through ANG/DOOS. Additionally, requests must be submitted to HQ AMC/XOPM by the NAF NLT 2 weeks prior to scheduled class start date. 621 AMOG will provide travel and per diem funding for 22AF ALCFs and 615 AMOG will provide 4 AF ALCFs travel and per diem funding.

4.15.4.1. Active Duty Requirements. Shortfall notices will include but not limited to class dates, deployment dates (travel days) and location of class to include the affiliated unit, with POC and phone numbers. The active duty AMCU shortfalling an affiliation class will provide travel and per diem funding to the AFRC/Guard unit picking up the class.

4.15.4.2. ANG and AFRC Requirements. Upon accepting the active duty shortfall, 22AF DOTA, 4AF DOOX or ANG/DOOS as applicable, will submit via e-mail members full name, rank, and social security numbers, ALCF or ALCS unit assigned, actual class dates, number of travel days, along with cost of transportation, per diem and hotel cost. Upon MPA day approval, the ANG/AFRC unit will contact the Active Duty unit for fund cite and additional information.

Chapter 5

AMC AIRFIELD SURVEY PROGRAM

5.1. Purpose. The purpose of this chapter is to define the AMC Airfield Survey Program, establish responsibilities, and develop the procedures used to request, task, conduct, and document airfield surveys. This chapter also establishes authority to conduct airfield surveys.

5.2. General. Airlift, tanker, and CRAF aircraft operate at airfields throughout the world. These airfields must be certified as suitable for specific AMC aircraft operations. HQ AMC/DOVS will determine the airfield suitability for all AMC aircraft and the intended mission. Their assessment on non-AMC airfields is based upon information provided primarily by airfield surveys. AMCUs in conjunction with functional area experts are responsible for conducting airfield surveys throughout the world. The form used by survey teams to document airfield survey data is the AMC Form 174, Airfield Survey (or an electronic form approved by HQ AMC/DOOM). The STEP planning tool may be used to augment AMC Form 174 requirements.

5.3. Responsibilities. HQ AMC/DOVS (Airfield Suitability Branch, Aircrew Stand/Eval Division) is the OPR for AMC Airfield Suitability and responsible for determining airfields suitability for AMC aircraft operations. HQ AMC/DOOM is the manager of the AMC Airfield Survey Program and responsible for establishing standards and procedures for accomplishing airfield surveys. HQ AMC/LGXW is the manager for the airfield site survey program as it supports the wartime deliberate planning process and establishing standards and procedures for the use of automated airfield site survey tools. HQ AMC/INO is responsible for providing detailed imagery with sufficient information to identify dimensions of hard surfaces and potential hazards or limiting factors. TACC/XOP and HQ AMC/DOVS will determine the need for additional survey data. TACC/XOP will task an AMCU to conduct the survey. Theater AMOCC's will task their own AMCUs in coordination with TACC/XOP to conduct a survey. The AMCUs are responsible for the training and certification of survey teams, and for conducting, documenting, and returning the completed airfield survey to HQ AMC/DOVS and TACC/XOP. HQ AMC/DOVS will update the information in the GDSS Supplemental Theater Information File (STIF).

5.4. Squadron Airfield Survey Program. The AMCU commander/flight chief is responsible for managing, training, equipping, and quality control of the unit airfield survey program. He/she will appoint an airfield survey program manager (1C0X1) to administer the program, ensure survey team chiefs and members are properly trained and certified, and provide quality control of the final airfield survey reports.

5.5. Airfield Survey Tasking Procedures.

5.5.1. Request for Airfield Surveys. Requests for airfield capability assessments may come from, but are not limited to the following sources:

5.5.1.1. HQ AMC/DOA

5.5.1.2. HQ AMC/DOTA, Airlift Operations

5.5.1.3. AMC TACC

5.5.1.4. AME/AMD (for that AOR)

5.5.1.5. Special Operations planners

5.5.1.6. Current Operations planners and schedulers

5.5.1.7. AMC Exercise planners

5.5.1.8. AMC Operations Plans planners in coordination with AMC Logistics Plans planners

5.5.1.9. NGB or HQ AFRC/DOO

5.5.1.10. Accident Investigation Boards

5.5.1.11. Federal agencies (State Department, Department of Defense, etc.)

5.5.1.12. United States Embassies

5.5.1.13. Intelligence

5.5.1.14. Air Operations Centers (AOC)

5.5.1.15. Air Operations Planners (other DOD users)

5.5.1.16. Theater AMOCC's

5.5.2. The request should be forwarded to TACC/XOP and HQ AMC/DOVS. It should include locations, suspense dates, reason for the surveys, special interest items, points of contact, any special funding codes, restrictions (e.g., wear civilian clothes), and special coordination or operating requirements (e.g. country clearances, host nation contacts, operating rights, international agreements, etc). The Team Chief should request TACC/XOP coordinate with HQ AMC functional manager for tasking of non-AMC team members.

5.5.3. If an update to an existing survey is needed, or a survey is required for an exercise/contingency, TACC/XOP will task an AMCU to conduct the survey. HQ AFRC/DOO or ANGRC/DOO may task their respective ALCFs to conduct airfield surveys as required after coordination with TACC/XOP.

5.5.4. The tasked AMCU and functional experts will conduct the survey and publish the results on an AMC Form 174 within 5 duty days of the survey completion date. If STEP is used in addition to the AMC Form 174, LGXW will update the Air Force approved airfield database. If results are needed prior to 5 days, the essential information will be provided by message, telephone, facsimile, or other most expeditious means. To recommend immediate changes to protected airfield suitability information E-mail; **mailto:AMC-DOVS@Scott.af.mil** or contact HQ AMC/DOVS at DSN 779-2574 or DSN FAX 576-4999.

NOTE: Classified surveys are maintained by HQ AMC/INO. All other US and foreign airfield surveys will be maintained by TACC/XOP.

5.6. Accomplishment of Surveys.

5.6.1. Airfield surveys are valid for 3 years. If no updates are made after 3 years, the complete survey should be reaccomplished. Surveys over 3 years old will be maintained for archive purposes only. Generally, survey data should be updated every 2 years or whenever significant changes have occurred to the airport or the operating environment. Whenever an AMCU airfield operations staff determines an airfield survey does not exist or requires updating, TACC/XOPM should be notified. Since airfield surveys can be very costly in terms of funding and manpower, comments regarding the

importance and immediate need for the airfield data should be included. TACC/XOP will task a unit to accomplish the survey consistent with mission priorities, funding, and manpower availability.

5.6.2. For each deployment, the AEG/AEW commander, TALCE commander, or MST team chief is responsible for updating the airfield survey of their deployed location or certifying that the current survey is still accurate. In addition, airfield information must be updated in the GDSS Airfield Database. Minor updates to the AMC Form 174 may be provided by electronic mail, message, or letter to HQ AMC/DOVS and TACC/XOP. If major changes have occurred, or if the existing AMC Form 174 is inadequate, a new report will be required. Airfield survey status will be included in each deployment after action report.

5.6.3. In cases where team members cannot perform a quality survey due to restrictions imposed by local authorities, especially foreign governments, the team members should attempt to gather as much information as permitted. The team chief will indicate on the front cover of the AMC Form 174 the limitations encountered (e.g., "Limited survey due to host nation restricting access to the parking ramp. All parking ramp, taxi way, and runway data collected is host nation provided information.")

5.7. Documentation. AMC Form 174, *Airfield Survey*. Part I, Airfield Suitability, is designed to provide specific information on the capability of the airfield to physically accept tanker and air mobility aircraft. Part II of the survey is a checklist designed to provide information to determine if the airfield has the facilities to support tanker and air mobility operations. TALCEs in conjunction with functional experts may be tasked to accomplish parts of, or all of the survey, depending on the proposed operation. All items in the checklist will be completed and marked "N/A" when appropriate. This requirement is to ensure survey areas are properly identified and not overlooked during HQ AMC/DOVS suitability determination. An AMC approved electronic version of the airfield survey checklist may be used by the airfield survey team. Future developments of a computer assisted airfield survey program will include direct input of the completed surveys into a centrally located airfield survey data base by means of either a laptop or palmtop computer. The electronic copy should be sent to the HQ AMC/DOVS and TACC/XOPM via floppy disk or modem. A printed copy together with maps, diagrams and attachments should also be sent to TACC/XOP. Each unit conducting a survey will retain a copy of the survey and keep it on file (until it is superseded by a newer version) for backup and archive purposes. Tanker units will maintain a copy of surveys and survey updates on SIOP support airfields. Tanker units will forward all unit developed updates to HQ AMC/DOVS and TACC/XOPM.

5.7.1. Documentation using USAF standard Survey Tool for Employment Planning (STEP): STEP is intended to provide specific information on the capability of an airfield and base operating support of the employment location. It will provide site survey members an automated checklist that will allow one time data entry capability. AST members will be given permission to update specific chapters when required. Upon survey completion, site survey results should be forwarded to HQ AMC/LGXW for inclusion in the Air Force airfield database.

5.8. Quality of Airfield Surveys. The AMC Form 174 must be completed in as much detail as possible. The survey information provided is critical to determining aircraft suitability and AMC mission support requirements, and serves as an important tool for mission planners and AMC functional managers. The following minimum elements should be included:

5.8.1. Additional attachments such as digital pictures, airfield diagrams, parking plan diagrams, taxi routes and hazardous cargo areas, area maps, airfield photographs, city maps, road maps, local check-

lists, phone numbers, policies, and restrictions, etc., are extremely useful. Template diagrams of MOG and parking configurations. Highlight hazardous areas, emergency jettison areas, and warning areas. Include locally produced Standard Instrument Departures (SID) and other airfield handouts. Point out key facilities such as the fire department, fuels, in-flight kitchen, weather facility, motor pool, billeting, transient alert, assigned TALCE areas, commonly used marshaling yards, etc.

5.8.2. Ensure the final summary reflects the MOG capabilities by type of aircraft, special cautions and/or restrictions, and additional assessments of capabilities that would help mission and AMCU planners determine aircraft and support capabilities and requirements at the airfield. The final summary is the team chief's opportunity to put on the TALCE commander's hat and answer the questions of who, what, where, and how much tanker and air mobility support would be needed at the location to run a two shift operation with the worse case MOG listed. Do not make a suitability determination, only make recommendations as to the suitability of the airfield. The recommendation should match the information gathered.

5.8.3. Report measurements in feet measured to the nearest tenth. Convert meters to feet using 3.281ft/meter as the conversion factor.

5.8.4. Top priority is runway and taxiway measurements, weight bearing capacity (WBC) and obstacle information. It is imperative that obstacle information be specific to include location, height, and distance from runway or taxiway centerline, and the edge of the apron. For each taxiway and apron indicate whether lighting is available.

5.9. Airfield Survey Database. The AMC Airfield Database resides in the Global Decision Support System (GDSS). Access to the database is through either a GDSS terminal or through a C2 Information Processing System (C2IPS) terminal. The airfield survey AMC Form 174 should be used to update the GDSS database. TALCE survey team chiefs should review the database prior to deploying on the airfield survey. Review of the database may be accomplished at any GDSS or C2IPS terminal. Notify HQ AMC/DOVS or DOOM of any discrepancies noted in the database.

5.10. Pilot Unit Responsibilities. HQ AMC/DOOM is the AMC OPR for the Airfield Survey Program. However, an AMCU will be assigned as a pilot unit to provide field level inputs and improvements to the program. All AMCU commanders/flight chiefs and personnel conducting or compiling airfield surveys are encouraged to submit recommendations to the pilot unit. The pilot unit will be responsible to improve the quality of the airfield survey program by soliciting new ideas and evaluating them. The pilot unit should consolidate suggestions and comments from other units and submit new proposals for implementation to HQ AMC/DOOM. Areas for improvement include, content of the survey, written guides for survey teams, procedures, and training criteria.

Chapter 6

COMMUNICATIONS MAINTENANCE PROGRAM

6.1. Purpose. This instruction along with AFI 21-116, *Maintenance Management of Communications-Electronics and* AMCI 21-101, *Maintenance Management Policy*, provides policy and procedures for accountability, operations, and maintenance of AMCU communications and support equipment.

6.2. General.

6.2.1. AMCUs are nonstandard maintenance activities. They are considered functionally supported maintenance activities and receive maintenance support from the logistics group or host maintenance activity as prescribed in AMCI 21-101. AMCU maintenance activities can perform organizational and intermediate level repair on organic communications systems, shelters, associate power generators, environmental control units, and unit-assigned test equipment.

6.2.2. Communications maintenance personnel will assist in site/airfield surveys and deployment planning activities to insure adequate communications are available for deployed locations. They will ensure communications connectivity with the TACC, other TALCEs, and other controlling agencies (as required), within 4 hours of arrival at the deployed location.

6.3. Maintenance Plan. The deployed AMCU is the primary user of the AMC organic communications network. The backbone of this network is the MARC (Mobility Air Reporting and Communications) system. Effective employment of the MARC requires special training.

6.3.1. HQ AMC/DOOM will ensure that training programs are available and adequate to provide the skills necessary to operate and maintain assigned equipment.

6.3.2. HQ Air Mobility Warfare Center (AMWC) maintains a training facility at Fort Dix, NJ, to train AMCU personnel on TALCE unique equipment.

6.4. AMCU Maintenance Superintendent Responsibilities. The superintendent is a working supervisor who must be aware of all direct maintenance actions and participate as needed. He/She has two primary responsibilities; to ensure all assigned maintenance personnel are trained to accomplish their TALCE unique maintenance tasks; to ensure the timely and efficient accomplishment of quality maintenance. The success of this effort depends on his/her ability to effectively manage and use the resources on hand. The range and scope of the supervisors responsibilities are extremely broad. They will ensure proper maintenance procedures are followed in-garrison and while deployed. Supervisors will in conjuction with supply personnel:

6.4.1. Ensure requirements necessary to support the maintenance mission are included in plans and programs and host-tenant, inter-service and inter-agency support agreements.

6.4.2. Control the use of allocated maintenance facilities. Assist in submitting requests with necessary justification to appropriate agencies for new construction and changes to existing facilities and ensure equipment stored outside is under fixed cover.

6.4.3. Ensure support for programmed equipment is included in budget estimates and track work center budget expenditures.

6.4.4. Ensure quality of maintenance by performing production and supervisory inspections.

6.4.5. Enforce safety practices IAW AFR 127-series regulations and AFOSH standards.

6.4.6. Ensure a comprehensive maintenance training program is used within the work center IAW AFI 36-2201 and AFI 21-116.

6.4.7. Coordinate with organizational or base supply for the establishment of bench stocks and special levels IAW AFM 23-110. volume II, part two. chapter 17.

6.4.8. Implement a composite tool kit (CTK) program.

6.4.9. Ensure the test measurement and diagnostic equipment (TMDE) program is properly managed IAW TOs 00-20-14, 33-1-27, and 33K-1-100.

6.4.10. Keep a maintenance/inspection historical file on ground communications electronics (CE) equipment and support equipment (SE) IAW TOs 00-20-7 and 00-20-8.

6.4.11. Ensure a record of inspection, lubrication, and maintenance of industrial equipment is maintained.

6.4.12. Ensure that an AF Form 2005, **Issue/Turn in Request**, or AF Form 2413, **Supply Control Log**, (or equivalent) is used to document the request when a direct demand is made on supply. The direct call in method between work centers and the requirements processing section on base will be used whenever possible IAW AFM23-110 Vol 2, part 13, Chapt 1/AFI 23-111.

6.4.13. Enforce supply discipline and ensure the priority requisitioning system is not abused IAW AFMAN 23-110, vol 1, part 34 (*USAF Supply Manual*) and AFR 20-14.

6.4.14. Ensure that the repairable property which is under warranty or guarantee is processed IAW TO 00-20-3 and AFMAN 23-110, vol2, part 2, Chapt 1.

6.4.15. Review supply listings for acceptable estimated delivery dates and urgency justification code (UJC). If necessary, assist supply in submitting letters to improve status.

6.4.16. Identify to supply all items which require functional checks prior to placement in WRM kits.

6.4.17. Ensure that effective and timely equipment corrosion prevention and control actions are taken by the work center IAW TO 1-1-689.

6.4.18. Ensure that required reference and technical publications are on hand and that they are properly maintained IAW AFR 4-61, and TOs 00-5-1 and 00-6-2.

6.4.19. Requisition required technical data and support equipment for programmed equipment acquisitions.

6.4.20. Ensure all schedule items, time change items, and TCTOs for the work center equipment are properly identified and completed on schedule.

6.4.21. Maintain a current list of communications electronic equipment.

6.4.22. Ensure that required communications equipment, test equipment, tools, shop mockups, and test fixtures are available. Identify applicable Allowance Standards (AS) and TOs and review them periodically to make sure that required quantities of equipment are available.

6.4.23. Ensure there are never more than 10 people within the MARC. This is due to the weight limitations on the floor of the MARC.

6.5. MARC RSP. AMCUs will maintain one half of their RSPs, in their custody, ready for immediate deployment. (AMOGs will maintain 3 RSPs). The base supply function will maintain control and accountability. This is necessary to meet the short and no-notice deployment requirements of AMCU UTCs.

6.6. Communications Support Team (CST). Team consists of communications technicians and power generation specialists and may include AMCU communication equipment deployed in support of AMC organic communications requirements that are not TALCE related. TACC/XOP may task CSTs to support other command activities when excess capability exists and all planned and projected air mobility and tanker mission support requirements have been fulfilled. The CST supervisor will be accountable to the mission commander at the deployed location. However, sustainability support, changes in tasking, and follow-on tasking remains the responsibility of the TACC XOP.

6.7. Deployable C2IPS (DC2IPS). AMCUs that have DC2IPS nodes assigned, at a minimum, will maintain the node communications processor and file server on-line with the latest DC2IPS software version while in garrison. When at all possible as many node work stations as possible will be maintained on-line, while in garrison.

6.7.1. There will be two DC2IPS System Administrators (SAs) assigned for each node. The SA's primary duties will be the system administration of the DC2IPS nodes to which they are assigned.

Chapter 7

COMMAND AND CONTROL RELATIONSHIPS

7.1. Introduction. Command and control structure is also included in AMCI 10-202, volumes 1 and 3, and various other publications. This chapter establishes policy with respect to AMCU's and deployed TALCE C2 relationships. It also discusses mobile C2 relationships at deployed operating locations where multiple tanker/airlift units are operating. Questions concerning AMC mobile C2 policy should be directed to HQ AMC/DOOM.

7.2. Purpose. The purpose of this chapter is to provide deployed TALCE commanders and MST chiefs with command policy and guidance for command relationships within the Air Force and with other services.

7.3. Command and Control. AMC is a service component of USTRANSCOM. Theater AMOCCs are service components of their respective commands. These agencies provide the airlift and air refueling resources required to support global interests and security of the United States. C2 of this global air mobility support system (GAMSS) is through centralized command and distributed reporting and control. Commanders, reporting and controlling agencies, along with all communications and computer systems used to manage air mobility mission information is collectively referred to as GAMSS. This system is composed of fixed and mobile facilities.

7.3.1. Fixed C2. The fixed C2 system consists of the TACC, AMOCCs, Air Mobility and Air Refueling Wing command posts, En Route System Air Mobility Control Centers (AMCC), and airlift contract station reporting agencies. (ANG and AFRC wing command posts may become part of the AMC fixed system upon mobilization. Prior to mobilization ANG and AFRC wing command posts provide support to the AMC fixed C2 system but remain under the control of their respective commands.)

7.3.1.1. The core and central controlling agency for AMC assigned tanker/airlift forces is the TACC. It maintains direct contact with, and controls, AMC assigned and USAFE and PACAF gained mission support forces worldwide, whether at fixed locations, mobility airfields, or en route to and from deployed locations. For control of air mobility operations, the TACC is organized into several sections:

7.3.1.1.1. East Cell is responsible for flight-following and controlling all global mobility operations from the Mississippi River, east to Calcutta, India.

7.3.1.1.2. West Cell is responsible for flight following and controlling all global mobility operations from the Mississippi River, west to Calcutta, India.

7.3.1.1.3. Logistics Group Readiness Center (LGRC) is responsible for the recovery of all aircraft on AMC missions that are non-mission capable away from home station and the repair requirement exceeds the local capabilities.

7.3.1.1.4. Aerial Port Control Center (APCC) is the air transportation control agency for AMC which ensures proper coordination and direction of aerial port resources to accomplish expeditious movement of cargo and passengers.

7.3.1.1.5. Headquarters AMC, Division of Weather (DOW) is the functional manager for all AMC weather services. The DOW will source weather personnel and equipment to satisfy

deployed taskings flowing to AMC through the TACC. The 15th Operational Weather Squadron (15 OWS), Global Mobility Flight (WXM) will serve as lead forecast agency which monitors and advises of AMC mission-limiting weather worldwide, provides airborne support over remote or broad ocean areas, and provides global A/R forecasts for AMC assets. 15 OWS/WXM coordinates and provides weather support for deployed mobility forces and transmits limited weather data to deployed locations via AMC SATCOM data links until fixed weather communications are available.

7.3.1.1.6. Mission Support Cell (MSC). The MSC maintains 24 hour responsibility for execution of all mission support operations and management of deployed mission support forces. Its prime responsibility is to ensure each TALCE or MST arrives at its assigned operating location on time with the proper equipment and personnel, it can sustain operations for the duration of the mission, and it can return to home station in a timely manner. For each deployed operating location, the MSC will coordinate operating hours, procedures, and actions required of each TALCE/MST. The MSC collects information on airfield capability, limitation, and status. The MSC will coordinate equipment, resupply, and repair requirements for deployed locations with the LGRC, and will coordinate the airlift to transport items to the deployed location. MSC also works personnel, legal, financial, diplomatic, and security issues which might occur at deployed locations. The MSC will maintain a global awareness of all TALCE/MST operating capabilities and provide recommendations to other TACC functional areas for planning and critical operational decisions. Issues directly related to airlift and tanker operations (e.g. aircraft movement, maintenance problems, crew availability) should be reported to, and coordinated with, the TACC East or West Cell (or air operations center) as appropriate.

7.3.1.1.7. Air Mobility Operations Control Center (AMOCC). The AMOCC maintains 24-hour responsibility for theater assigned TALCEs. Deployed theater TALCEs will make every effort to maintain communications with their respective AMOCC.

7.3.2. Mobile C2. The mobile portion of the C2 system consists of personnel and equipment, and communication systems necessary to control airlift and refueling operations at enroute and mobility airfields. Deployed C2 organizations include:

7.3.2.1. Air Operations Center (AOC). The AOC is the principal air operations installation (land or ship based) from which all aircraft and air warning functions of tactical air operations are controlled. It is the senior agency of the Air Force Component Commander from which command and control of air operations are coordinated with other components and Services.

7.3.2.2. Air Mobility Division (AMD). The AMD plans, coordinates, tasks, and executes the air mobility mission. It integrates and directs the execution of intratheater and USTRANSCOM assigned mobility forces operating in the AOR/JOA and in support of the JFC's requirements and objectives. The AMD is comprised of several elements including the Air Mobility Element (AME), the Air Mobility Control Team (AMCT), Airlift Control Team (ALCT), Aerial Refueling Control Team (ARCT), and Aeromedical Evacuation Control Team (AECT).

7.3.2.3. Air Mobility Element (AME). An AMC-provided strategic air mobility C2 element responsible to TACC. The AME provides the forward-presence element necessary to extend TACC as necessary to monitor and coordinate USTRANSCOM-assigned strategic air mobility operations supporting a theater or AOR. As the focal point for strategic airlift, the AME works closely with the AOC to interface strategic airlift with theater airlift. Also, the AME monitors and

coordinates, for TACC, the AMC forward deployed forces (AEW, AEG, TALCE, MST, etc.,) that support a theater commander but remain under AMC control. The AME, when possible, as part of the AMD may be collocated with the AOC (if formed), and provides strategic airlift and air refueling expertise and advice to the DIRMOBFOR. The AME remains under the operational control (OPCON) of AMC/CC through TACC/CC.

7.3.2.3.1. The AME will include personnel with management expertise from the functional areas of airspace management, inflight refueling, aerial port control, aeromedical evacuation, command and control, current operations, combat operations (tactics, STTs, etc.), information management, communications-computer systems, intelligence, logistics operations, weather, and airfield operations. ***NOTE:*** Logistics management will normally be performed by the JFACC/AFCC logistics staff, with AMC logistics augmentation if required.

7.3.2.4. TALCEs operating an airfield within the AME's/AMD's area of responsibility (AOR) will report mission information to the AME/AMD. Additionally, all other problems, coordination, information, reports, etc., must be routed through the AME/AMD with information copies, as appropriate, to the TACC. Similarly, reports that require HQ AMC action, OPREP-3s for example, must also be addressed to the AME/AMD. It is paramount the AME/AMD, when deployed, is recognized as the controlling authority for the AOR as defined in tasking orders.

7.3.2.4.1. TALCE Management within the AME/AMD (UTC 7E1AD). Only experienced Operations Officers and MST qualified 1AXXX will fill this requirement.

7.3.2.5. Mission Support Forces (MSF). Those forces identified and tasked by AMC, or the theater AMOCCs, specifically to support airlift and refueling operations, and intertheater aeromedical evacuation. MSF units are deployed to worldwide onload, offload, and en route locations. MSFs include, but are not limited to, TALCEs, MSTs, and MSEs. When required to support the global air mobility mission, MSF UTCs are tasked by the AMT. They may deploy to different theaters of operations to support tankers and airlifters when theater mission support assets are not available, or are otherwise tasked. Normally, MSF units operate independent of, but in conjunction with, theater airlift support forces and do not become part of the theater joint task force (JTF) or CHOP to the Air Force Component Commander. However, when TALCEs or MSTs are required specifically to support theater air mobility, mission support forces may be provided to augment theater forces. In this case, requirements will be validated by USTRANSCOM and tasked by the AMT.

7.3.2.6. Air Expeditionary Group (AEG). A deployed group level command element, and assigned or attached Air Expeditionary Squadrons (AESs), formed to direct AMC forces in support of AMC missions. It provides liaison to the Host Theater for AMC requirements and depending on AEF structure, is the lowest command echelon that may report directly to AMC/CC through TACC/CC. Deployed functions will align organizationally based on situational requirements for mission accomplishment. The AEG is responsible to the AMC/CC through the TACC/CC for mission accomplishment. It will coordinate actions through the AME/AMD, if formed. See AMCI 10-202, Vol 3.

7.3.2.7. Air Expeditionary Wing (AEW). A deployed wing level command element, and assigned or attached AEGs formed to direct AMC forces in support of AMC missions. It provides a liaison to the Host Theater for AMC requirements. Deployed functions will align organizationally based

on situational requirements for mission accomplishment. The AEW is responsible to the AMC/CC through TACC/CC.

7.3.2.8. Special Tactics Teams (STT). STTs provide air traffic control and communications at forward area locations for airdrop or airland operations.

7.4. Deployed Working Relationships. When a TALCE arrives at its deployed operating location, the TALCE commander must establish working and logistical relationships with in-place forces, host-base organizations, and airlift users. In most cases, there will be no written guidance available to provide firm answers. The commander should use experience, subjective judgment, and established rules of protocol to build good working relationships and distribute command responsibilities. When possible, newly developed working relationships should be formalized by written memo or other documents and distributed to all parties involved. In some cases, the TALCE may be required to provide its own Expeditionary Combat Support. Normally, ECS will be provided by the host base or supporting Air Force components. As a result of the wide variety of configurations which may occur and varying perceptions of command responsibilities, conflicts may occur. TALCE commanders will use diplomacy and tact to resolve the problems at the lowest level possible. The following protocol applies to command relationships at deployed locations:

7.4.1. The TALCE commander is responsible for all TALCE personnel and equipment. The first responsibility is to the safety and survival of personnel, followed second by timely mission accomplishment, and third by reporting mission-related information to the TACC, AME/AMD, or AMOCC.

7.4.2. (For TALCE-only locations) Once on station, the TALCE commander assumes responsibility for all tanker/airlift mission support personnel and equipment. Personnel from other units tasked to support the TALCE are temporarily attached to the deployed TALCE and are under the control and authority of the TALCE commander (the same principle applies to MSTs). TALCEs will be monitored by the AME/AMD (when established), but will be under the operational control of the AMC TACC or theater AMOCC unless deployed as augmentation forces.

7.4.3. TALCE and STT locations. When a TALCE and STT are collocated, the TALCE commander will not have operational control over the STT. The TALCE commander/MST chief will have overall responsibility for airfield operations and ramp areas involving parking, aircraft servicing, cargo/passenger loading and unloading operations. The STT retains control of the runway, active taxiways, and will manage airspace and ATC related issues.

7.4.4. AEW/AEG and TALCE locations. Often a TALCE is deployed to an operational location where multiple tanker/airlift C2 units are operating. Normally, a location with a planned unit beddown will deploy a AEW/AEG. When a AEW/AEG is deployed, a TALCE is not normally required. The AEW/AEG commander or Senior AMC Representative is responsible for mission accomplishment operating out of that location.

7.4.5. TALCE and Theater Bases. TALCEs can deploy to permanent or contingency airfields hosted by a theater Air Force unit commander. The host unit may provide much of the Expeditionary Combat Support required for base tenant units, to include messing, tents, sanitation facilities, showers, etc. While the TALCE may not fall under the host base commander for administrative command or operational authority, TALCEs should assist in establishing and maintaining the airfield or base camp, when possible, with manpower and equipment not essential to the air mobility mission. Safety and

availability of essential equipment dictates that the duty duration for personnel is reasonable and equipment is not abused or used in any manner that could impact the mission.

7.4.6. TALCE and AEG locations. At these locations the TALCE will retain their deployed unit structure, designation, and commander. In addition, an AEG commander will be appointed. The commander is responsible for all collocated air mobility units and for those missions and tasks directed by AMC/CC through the TACC/CC. Since each air mobility unit must be able to redeploy at a moments notice they must maintain unit integrity.

7.5. Conflict Resolution. Problems that affect safety, morale, or mission accomplishment should be brought to the attention of the AME/AMD (if deployed) or the TACC MSC, or PACAF/USAFE AMOCC Senior Director for theater assigned TALCE for resolution. If problems cannot be resolved through these channels, elevate them to HQ AMC/DOOM.

Chapter 8

OPERATIONS

8.1. Introduction. This chapter provides policy and guidance for deployment planning, execution, and redeployment.

8.2. Policy. Factors considered in determining the scope of the operation are strategic airlift flow, threat conditions, location, quarters, messing, etc. The TALCE will be responsible for accomplishing all taskings until the operation or exercise terminates, or the TALCE is released by TACC/XOP/controlling agencies. The AMCU will make recommendations on the appropriate manpower and equipment necessary or whether the user can self support. The TACC will review, validate, or revise (if necessary) the recommended support requirements and issue the tasking orders. The following policies will be used for planning deployment operations:

8.2.1. Mission Prioritization. AMCUs will manage support for deployed operations and affiliation training using the following guidelines:

8.2.1.1. Real World Contingencies/Humanitarian Relief, Phoenix Banners and TACC/XOP directed standby status.

8.2.1.2. Affiliation.

8.2.1.3. JCS exercise/planning conferences.

8.2.1.4. JAATT / SAAMs

8.2.1.5. All other taskings.

NOTE: AMCUs may shortfall affiliation training for real world contingencies, humanitarian relief, and TACC/XOP directed standby status. However, only one instructor position may be shortfalled. Shortfall for both instructors must have approval of HQ AMC/DOOM.

8.2.2. Weapons. TALCEs will not deploy with weapons unless directed by the mission directive, OPORD, or TACC/XOP. All personnel deploying with weapons will be briefed prior to departure on the use of deadly force and rules of engagement.

8.2.3. Uniform. The appropriate uniform for the deployed location will be at the discretion of the TALCE commander, consistent with AFI 36-2903 (NGR[AF]35-010 for ANG), the tactical situation, the Foreign Clearance Guide, and the JTF commander's policy. Performance of duty in civilian clothes, if appropriate, is normally specified in the AMT message. However, the TALCE commander may authorize the wear of civilian clothing based on security requirements, host nation sensitivities or requests, or other conditions that might cause diplomatic incidents or adverse publicity.

8.2.4. Air Base Security. The TALCE commander is responsible for ensuring continuous security of resources under the TALCE's control at deployed locations. This may be provided by local police forces, security forces, or TALCE personnel as deemed adequate by the TALCE commander. When required, additional security forces will be deployed in support of force protection.

8.2.5. Explosive Ordance Disposal (EOD). The TALCE may require EOD support to protect resources from the effects of clandestine explosive devices, aircraft crashes, munitions and explosive

accidents, or other hostile action. When deemed necessary by the TALCE commander, TACC/XOP, or mission directive; EOD teams will be included in the deployed TALCE.

8.2.6. Weather. Forecasters may be required to brief aircrews and deployed staff personnel. In addition, they monitor weather events that may hinder operations or cause damage to resources at the deployed location and provide support to centralized agencies such as the Air Force Weather Agency (AFWA) or the 15 OWS/WXM for senior staff briefs. TALCE commanders should carefully look at the need for weather support before paring out the requirement.

8.2.7. Other functional areas should be considered as the mission dictates (i.e., disaster preparedness, civil engineers, life support, medical, public health, etc).

8.3. Tasking and Planning:

8.3.1. Tasking. All AMC or AMC gained mobile C2 UTC's will be tasked by TACC/XOP. The deploying units will do the majority of the planning unless the contingency deployment timeline eliminates this ability. USAFE AMS, PACAF TALCE, ANG and AFRC AMCUs should be considered during the planning process.

8.3.1.1. USAFE AMS/PACAF TALCE capability, availability, and utilization will be coordinated with the USAFE/PACAF Air Mobility Operation Control Center (AMOCC). Theaters will retain tasking authority over their own C2 UTCs. Theater AMOCCs and the TACC must closely coordinate to eliminate redundancies.

8.3.1.2. ALCF capability, availability, and utilization of ANG and AFRC forces will be coordinated with the AFRC NAF and ANGRC.

8.3.1.3. TACC/XOP will task active duty AMC forces. TACC/XOP may task ANG and AFRC forces. Theater's will retain tasking authority over their own mobile C2 forces in coordination with TACC/XOP.

8.3.2. Preparation for Deployment:

8.3.2.1. Each tasking is different and requires careful planning to ensure mission success. There is no one solution that will work in all cases. Generally, taskings will provide a minimum of 12 hours (36 hours for ANG and AFRC) for a TALCE to prepare for an operational deployment. Therefore, a core of qualified individuals must be available in each unit to receive a mission directive. The group, wing, or squadron plans office will receive the AMT message, and will identify individual/units required to respond. The AMCU will frequently be identified as the lead organization to conduct planning and recommend specific manpower and equipment requirements for all air mobility forces deploying to a particular location.

8.3.2.2. The AMCU is responsible for ensuring that predeparture planning is complete and adequate to accomplish the mission while providing for the well being of the deployed personnel. Each deploying TALCE Commander or MST chief will assemble and brief all deploying personnel prior to departure on the mission objective, operating environment, and individual preparation required for deployment. Those who cannot be personally briefed will be informed sufficiently prior to departure to accomplish any items needed for his or her personal or professional preparation. Unit planning will include but not limited to:

8.3.2.2.1. Operating environment:

8.3.2.2.1.1. Collecting all relevant data (airfield surveys, etc.) on the operating locations

8.3.2.2.1.2. Area intelligence and threat analysis

8.3.2.2.1.3. Determining level of host base support and restrictions

8.3.2.2.1.4. Security/Force Protection (for personnel, equipment, aircraft, and COMSEC materials)

8.3.2.2.1.5. Arming of TALCE personnel and rules of engagement

8.3.2.2.1.6. Storage of weapons and classified materials

8.3.2.2.1.7. Special requirements such as civilian clothes, translators, civilian passports

8.3.2.2.1.8. Tactical Ballistic Missile Warning requirements and procedures

8.3.2.2.1.9. Chemical Warfare Threat

8.3.2.2.2. Mission requirements:

8.3.2.2.2.1. Aircraft support requirements (e.g. fuel, LOX, power carts)

8.3.2.2.2.2. Weather observing and forecasting support

8.3.2.2.2.3. Crash fire rescue

8.3.2.2.2.4. Developing a communications plan

8.3.2.2.2.5. Safety equipment and procedures

8.3.2.2.2.6. EOD

8.3.2.2.2.7. MHE

8.3.2.2.3. TALCE support requirements:

8.3.2.2.3.1. Sustainability (meals, water, fuel, and sanitary facilities)

8.3.2.2.3.2. Billeting, meals, and transportation

8.3.2.2.3.3. Advance funding for TDY expenses and unit costs

8.3.2.2.3.4. Area health and medical concerns

8.3.2.2.3.5. Emergency medical care for Air Force personnel

8.3.2.2.3.6. Uniform and individual mobility bag requirement

8.3.2.2.4. Tasking issues:

8.3.2.2.4.1. Validating manpower and material packages

8.3.2.2.4.2. Requirements to meet mission objectives

8.3.2.2.4.3. Identifying specific deployment and redeployment airlift requirements

8.4. Deployed Operations:

8.4.1. Deployment. The TALCE/MST is required to respond for deployment in 12 hours (36 hours for ANG and AFRC forces). This response time begins when an AMCU is notified that they are tasked to

deploy people and equipment. All personnel must be able to be processed and all equipment marshaled and ready for aircraft loading within 12 hours of receipt of tasking orders.

NOTE: Units placed on standby for anticipated tasking will be advised by the controlling agency on how much response time they have once the deployment order is issued.

8.4.1.1. TALCE positioning. The TALCE commander must evaluate all factors and determine when the TALCE is to be in place. For onload locations, the TALCE should be in place no later than 48 hours prior to arrival of the first scheduled aircraft (24 hours for offload locations). Large TALCE operations may require positioning a TALCE advance team 3 to 10 days prior to the operation. During emergency or contingency operations, a TALCE may be required to work missions immediately upon arrival at the operating location. Mission planners and TALCE commanders must coordinate TALCE arrival requirements to ensure the TALCE arrives in time to safely support the mission. As a minimum, all efforts must be made to put the TALCE on the first arrival aircraft if they cannot be prepositioned.

8.4.2. Arrival Actions. On arrival, the TALCE commander is responsible for establishing a working relationship with the host airfield commander or manager. This should include TALCE familiarization with permissible operating areas and hours, restrictions, and confirmation of TALCE planning factors. Special interest should be placed on runway/taxiway obstructions, runway/taxiway conditions, airfield lighting, weather condition reporting, emergency notification, hazardous cargo marshalling areas, and airfield safety and security. Further, the commander should verify emergency medical support, health, sanitation, security conditions, and confirmation of Tactical Ballistic Missile Warning procedures as soon as possible. The TALCE commander/MST chief must initiate actions to secure billeting and messing facilities for all assigned personnel. The TALCE commander/MST Chief must have positive accountability of all personnel and equipment arriving on station and maintain an awareness of unit capability and readiness.

NOTE: Upon arrival, immediately submit an initial on-station report by the most expeditious means to TACC/XOP MSC or the AME/AMD if established or for AMC/AMC gained forces and to PACAF/USAFE AMOCC for the respective theater. As soon as all essential personnel and equipment have arrived, or the TALCE is prepared to begin operations, a revised on-station report will be submitted.

8.4.3. Operations. The TACC /XOP MSC or the AME/AMD will coordinate TALCE operating hours based on recommendations from the TALCE commander/MST Chief, manning levels, mission requirements, and airfield capabilities.

8.4.3.1. Frequently, TALCE members are the only US personnel on station. As emissaries of the American people, TALCEs are highly visible and their actions (both good and bad) have far reaching diplomatic consequences for the United States. Commanders, supervisors, and senior NCOs should be selected based on their ability to use tact and diplomacy in conducting their official duties and who consistently use good judgment in their off-duty activities. TACC/XOP/controlling agency or the TALCE commander/MST have the absolute right to direct the immediate return of any person to home station that would be an embarrassment or legal liability to US interests in the host nation. Recommendations for administrative or judicial action should accompany such a decision for early return of personnel. Unit commanders should fully review such recommendations and follow through with the action they deem appropriate.

8.4.3.2. The TALCE Operations Center (TOC) is the focal point of TALCE operation. It serves as the command, control, and communications center for deployed operations. Access to the TOC

will be limited to personnel essential to controling operations (as designated by the TALCE commander). The TOC should be protected to level 1 and 2 threats in accordance with AFJI 31-102, *Physical Security* and AFI 31-101, *Command and Control Communications and Warning System (FOUO)*. Access to the TOC will be controlled in the same manner as aircraft on the flightline.

8.4.3.3. The TALCE commander will establish an area security plan, including emergency notification, duress codes, security response actions, higher headquarters notification, an emergency destruction plan for classified materials, and Tactical Ballistic Missile warning. If TALCE personnel deployed with arms, the security plan should include emergency combat actions and rules of engagement (and a review of the use of deadly force).

8.4.3.4. The TALCE is the C2 agency designated to control all air mobility aircraft, crews, and support forces at or transiting the deployed operating location. Any request for waivers or deviation from operational directives must be coordinated with HHQ agencies through the TACC or AME/AMD if established.

8.4.3.5. Safety of personnel, aircraft, equipment and timely accomplishment of the mission is the responsibility of the TALCE commander. If conditions exist, in the judgment of the TALCE commander, that might cause injury, loss of life, or damage to aircraft or equipment, he/she may terminate all operations until the problems can be corrected.

8.4.3.6. The TALCE will maintain information on the current location and status of all deployed personnel and equipment. The TALCE/MST will send a daily Situation Report (SITREP) to the AME/AMD if deployed, at the requested time of the AME. The AME/AMD will then forward the SITREP to the Mission Support Cell (MSC) NLT 0200Z. If there is no AME/AMD deployed the TALCE/MST will forward the SITREP to the MSC/controlling agency NLT 0200Z. At periodic intervals or at the direction of the TACC MSC or AME, the TALCE commander will provide a list of all equipment by serial number and status and a list of all personnel (including deployment ULNS). See **Table 8.5.** for report for formats.

8.4.3.7. The TALCE commanders are directly responsible for health, well being, and actions of their personnel. A medical emergency plan should be developed to handle accidents or illness that might occur either at the operating site or in the billeting area. The plan should include an emergency movement and treatment plan for serious accidents.

8.5. Roll-Up and Redeployment:

8.5.1. TALCE commander/MST chief will develop procedures for the orderly phase-down of operational capability (commensurate with the planned airflow requirements) and for the redeployment of all personnel and equipment. Redeployment airlift requirements identified earlier should be verified and airlift availability reconfirmed. The TALCE commander/MST chief will forward a copy of his/her roll-up plan to TACC/XOP/controlling agency and the AME/AMD if deployed. See **Table 8.8.** for report format.

8.5.2. Particular attention must be paid to the host airfield commander or manager's final perceptions of U.S. Air Force. All borrowed or joint-use equipment must be returned in a clean serviceable condition; operations areas must be cleaned and restored to their original (or better) condition. TALCE commanders should also personally meet with key host officials to resolve any final problems or unfinished business. All financial obligations of the US government must be paid or satisfactory

arrangements made to ensure that obligations will be taken care of in an appropriate and timely manner. TALCEs must comply with host nation diplomatic and security requirements during roll-up.

8.5.3. The commander is responsible and accountable for ensuring that all equipment and personnel depart the deployed location with valid shipping or travel arrangements to home station or follow-on tasking locations. If individuals are detained for legal or diplomatic reasons or equipment seized or impounded by the host nation, contact the TACC/XOP MSC or AME/AMD, if operating in a JTF environment for assistance and direction.

8.6. Reports:

8.6.1. On-Station Report-will be sent to AMC TACC/XOP/controlling agency or the AME/AMD if deployed, by the most expeditious means upon arrival. See **Table 8.1.** for report format.

8.6.2. Deployed personnel and equipment report will be sent to AMC TACC/XOP/controlling agency and AME/AMD if deployed as soon as possible upon arrival at the deployed location. This report will be updated when manpower and equipment changes occur. Reports will be sequentially numbered. See **Table 8.5.** for format.

8.6.3. Situation Report (SITREP) unless otherwise directed by TACC/XOP/controlling agency or AME/AMD will be sent by the TALCE/MST daily. SITREPs will be sent NLT than 0200Z and be current to 2359Z prior. It will include the threat environment, airfield capability, equipment status, and personnel availability. It will also contain any medical, legal, or diplomatic problem that occur or changes in the host nation and TALCE working relationship. Content and format will be IAW with **Table 8.6.** or as directed by mission directives or Higher HQ. Classify the message as appropriate, based on content and political or military sensitivity. Reports will be sequentially numbered starting with 001. See **Table 8.6.** for sample format.

8.6.4. Redeployment load plans will be forwarded to HQ AMC TACC/XOP/controlling agency or AME/AMD as soon as possible after arrival at the deployed location. This report should be updated as required. Sequentially number reports. See **Table 8.8.** for format.

8.6.5. Off-Station Report will be sent during the roll-up or redeployment phase to announce the termination of mission support capability and to confirm the movement of personnel and equipment to their home station or follow-on tasking location. See **Table 8.9.** for format.

8.6.6. After-Action Report will be provided to HQ AMC/DOOM, AMWC, and AMC TACC/XOP. PACAF/USAFE AMCUs will provide AARs to their respective theater functional managers for coordination. It will contain a recapitulation of the contingency, exercise, or operational mission supported and a brief description of the concept of operations, TALCE role and responsibilities, airlift volume and reliability statistics, problem areas, and lessons learned. In each area where problems are encountered, the problem should be described, together with the causes, impact, and the solution if one was found. Specific facts and information are needed to help solve the problem and prevent future TALCEs from repeating the same mistakes. These lessons learned will be entered into the after action report link on the AMC/DOOM web page. Theater assigned TALCEs lessons learned will be entered into the AMC/DOOM AAR link after review of the respective theater Functional Manager. After-action reports in word document format to **mailto:AMC-DOOM@scott.af.mil** no later than 5 workdays upon return to home station, and should be addressed to TACC/XOP. After action report content and format will be defined by AMC/DOOM in coordination with AMC TACC/XOP/controlling agency. See **Table 8.10.** for format.

8.6.7. Airfield Survey Report (AMC Form 174) will be updated for each deployment, unless one already exists and is current. If a new report is not required or if only minor changes are needed, a letter or message will be sufficient. **Chapter 5** further describes the airfield survey program and requirements.

8.6.8. Weekly Commitment Report/UTC Availability Report. (Monthly for ANG). Each AMCU will send a committment report to HQ AMC/DOOM with an info copy to TACC/XOP. Theater assigned AMCUs will send a commitment report to PACAF/USAFE AMOCC. The appropriate AMOCC should forward a copy to TACC/XOP. This report will include a listing of all tasked and forcasted deployments for at least the following two week period. In additon, units must provide the number and status of all parent UTCs. This report will run from Tuesday through Monday. See **Table 8.11.** for the report format. Does not apply to ANG and AFRC.

8.6.9. 120 Day TDY Report. This will help commanders ensure TDYs are equitably spread throughout eligible personnel. The goal is to limit TDYs of all assigned personnel to 120 days a year. All active duty units will submit TDY data on all personnel assigned to AMC TACC/XOP. The report is due NLT the 5th day of each month. The 120 days of TDY per person in support of air mobility taskings is a goal, not an absolute. Does not apply to ANG and AFRC.

8.6.10. Training Review Panel (TRP). This review is a vehicle to help manage the AMOG forces. It compares the organization's authorized manning with assigned and the number required with the number qualified. TRP will be briefed to AMC/CC monthly. Data must be provided to HQ AMC/DOOM NLT the 5th calendar day of each month with current data as of the end of the previous month. Data must be e-mailed in Microsoft Excel. See **Table 8.12.** for format.

8.7. Report Addressee's. The following reports will be used for all TALCE, MST, AST, CST, ATT/CLPT deployments.

NOTE: All Reports for theater assigned TALCEs will be sent to their respective commands and info copy to HQ AMC TACC.

Table 8.1. Sample On-Station Report Format

FROM: (unit) TALCE DEPLOYED (location)
TO: HQ AMC TACC COMMAND CENTER SCOTT AFB IL//XOP/XOPMC//AME/AMD (If deployed)
INFO: (Any other HQs as required and deployed TALCE's home unit)
CLASSIFICATION: (as required)
SUBJECT: ON STATION REPORT
1. THE (unit) IS ON STATION AT (ICAO) IN SUPPORT OF (exercise/operation name)
2. TALCE COMMANDER/MST TEAM CHIEF:
3. DUTY PHONE:
4. TALCE COMMANDER'S/MST TEAM CHIEF'S QUARTERS/ROOM/PHONE:
5. STRENGTH REPORT: OFFICERS ENLISTED IN TRAINING TOTAL O/E
TALCE CORE
AIR OPERATION OFFICERS
AERIAL PORT
MAINTENANCE
OTHER (SPECIFY)
TOTAL:
6. COMMUNICATIONS:
A. CALL SIGN:
B. MARC/SELCALL:
C. SATCOM VOICE:
D. UHF (AIR-TO-GROUND) FREQS: PRIMARY SECONDARY
E. VHF (AIR-TO-GROUND) FREQS: PRIMARY SECONDARY
F. HF VOICE FREQS: PRIMARY SECONDARY
G. FAX PHONE NUMBER:
H. STU III PHONE NUMBER:
7. REDEPLOYMENT SUPPORT AIRLIFT REQUIRED:
8. MHE AND AGE AVAILABLE:
9. LIMFACS:
10. REMARKS: (LOCATION)/(EXERCISE/OPERATION NAME)
11. MOGS: PARKING: WORKING:
12. ETD NEXT STATION

Table 8.2. sample CLPT/ATT On-Station Report

SUBJ: CLPT/ATT TRAINING ON STATION REPORT

1. (U) THE CLPT/ATT IS ON STATION AT , IN SUPPORT OF AFFILIATION AS OF (DD MMM YY).
2. (U) TEAM MEMBER(S) ARE: AND .
3. (U) DUTY PHONE: (DSN & COMM)
4. (U) QUARTERS LOCATION/ROOMS AND PHONE NUMBER:
5. (U) ETD: (DD MMM YY).

Table 8.3. Sample Affiliation Training Summary

1. UNIT: _____ AMC FORM 9 (RC)
AMC FORM 9 (PH II)

2. COURSE(S) { } RECERT { } PHASE I (EPC) { } PHASE II (ALP)

3. CLASS DATES _____ TO _____

4. INSTRUCTORS: _____ _____

_____ _____

5. AFFILIATED UNIT(S): _____ _____

_____ _____

6. HOST UNIT: _____ LOCATION: _____

7. NUMBER OF STUDENTS TRAINED:

		RECERT	PHASE I	PHASE II
A. OFFICERS		_____	_____	_____
B. SNCOS		_____	_____	_____
C. ENLISTED		_____	_____	_____
D. CIVILIAN		_____	_____	_____
TOTALS		_____	_____	_____
8. STUDENTS DROPPED		_____	_____	_____
9. STUDENTS FAILED	(Part I)	_____	_____	_____
	(Part II)	_____		_____
10. STUDENTS PASSED		_____	_____	_____
11. PASSING AVG	(Part I)	_____	_____	_____
	(Part II)	_____		_____

PART I = WRITTEN TEST
PART II = LOADPLAN

Table 8.4. Sample AMC Exercise Quality Assessment Guide

AMC Exercise Quality Assessment Guide				
	TALCE:	**DATE:**		
NO.	ITEM	YES	NO	NA
	UNIT NAME / LOCATION TYPE AFFILIATE: I II III IV VI VII (Circle one) UNIT POC / PHONE NUMBER EXERCISE TYPE: CONTINGENCY, JCS, SAAM, JA/ATT, CPX (Circle one)			
1.	a. Does the unit understand the current programs, concepts, and AMC policies? (i.e. Defense Transportation Regulation 4500.9 Part III (DTR) This information can be found in chapter 1 and the APPENDIX of the above mentioned regulations, and AMC PAM 36-1. NOTES: b. Did the unit involve or request assistance from AMC in the planning phase of the exercise (TALO/TALCE)?			
2.	Can the unit demonstrate the ability to, or physically verify the following: a. Prepare unit cargo (weigh, mark, measure, load, manifest, and compute C/B's) b. Prepare DD Form 2131 (**Passenger Manifest**) c. Prepare / certify hazardous materials. (If possible, obtain a list of unit personnel that are HAZMAT certified and compare it to the Shippers Declaration for Dangerous Goods. This list can also be put in the affiliated units folders.) d. Prepare / certify cargo manifest/loadplan e. Provide qualified load teams f. Provide shoring and dunnage g. Operate an A/DACG, DCC, or Embark If the ADACG was operated by a host, did the unit provide an affiliation trained representative. h. Provide portable scales i. Provide pusher type vehicle for loading trailers			

	j. Provide personnel to assist in the Joint Inspection k. Provide safety briefings and safety equipment l. Does the unit have the Automated Air Load Planning System (AALPS) m. Does the unit have Computer Aided Load Manifesting (CALM) Program? If so, what version? _____ n. Did the unit supply loadplans to TALCE/ aerial port prior to execution? o. Was the load planner phase II certified? NOTES:			
3.	Which airlift control unit (AMCU) are they aligned with? _____			
4.	Have deploying unit personnel attended the Phase I training? a. If so, how many? _____ b. When? c. How many were utilized by the deploying unit in an air load planner capacity? NOTE:			
5.	Have deploying unit personnel attended the Phase II training? a. If so, how many? _____ b. When? c. How many were utilized by the deploying unit in an air load planner capacity? NOTE:			
6.	Did you identify or correct any cargo discrepancies in the following: a. UNIT AREA - b. ALERT HOLDING AREA - c. CALL FORWARD AREA - d. READY LINE -			
7.	Did you identify or correct any discrepancies in the cargo or passenger manifest? NOTES:			
8.	Did the Aircraft Loadmaster find any discrepancies? NOTES:			
9.	Have you compared your findings with the A/DACG or DCC? NOTES:			

	If the unit needs to order CALM, provide them with the following address:
10.	SSC/XOFC 201 E. Moore Dr. Maxwell – Gunter Annex Alabama, 36114-3004 DSN 596-5959
11.	Distribution: 1 cy - HQ AMC/DOOM 1 cy - 615th / 621st AMOG AFF. MGR. (Active Duty Only) 1 cy - 4AF / 22AF AFF. MGR. (Guard and Reserve Only) 1 cy - Affiliated Unit Folder 1 cy - Affiliated Unit (Commander) 1 cy - Air Mobility Warfare Center (AMWC)

Table 8.5. Sample Deployed Personnel and Equipment Report Format

FROM: (unit) TALCE DEPLOYED (location)

TO: TACC COMMAND CENTER SCOTT AFB IL//XOP/XOPMC/XOGM//

HQ AMC SCOTT AFB IL//LGRM/DPX/DPXX//AME/AMD (If deployed)

INFO: (Home unit or any other HQs as required)

CLASSIFICATION:

SUBJECT: DEPLOYED PERSONNEL AND EQUIPMENT REPORT NUMBER 001, (date/ time group)

I. INITIAL REPORT (to be filed after initial deployment package is received)

1. THE FOLLOWING PERSONNEL AND EQUIPMENT ARE DEPLOYED TO (location) IN SUPPORT OF(exercise/operation name) AS OF (date/time group).

A. PERSONNEL:

ULN/LNR NAME (last, first, MI) RANK AFSC UNIT ARR DATE MAJCOM

2. POC IS (name) DUTY PHONE:

II. DEPLOYMENT PACKAGE UPDATE (to be filed when changes occur in deployment package after the initial report is filed)

1. THE FOLLOWING PERSONNEL AND EQUIPMENT HAVE -OCCURED AT (location) IN SUPPORT OF (exercise/operation name) AS OF (date/time group).

A. PERSONNEL ARRIVALS:

ULN/LNR NAME (last, first, MI) RANK AFSC UNIT ARR DATE MAJCOM

B. PERSONNEL DEPARTURES:

ULN/LNR NAME (last, first, MI) RANK AFSC UNIT DEP DATE MAJCOM

C. EQUIPMENT ARRIVALS:

ULN NOMENCLATURE QTY OWNING UNIT ARR DATE

D. EQUIPMENT DEPARTURES:

ULN NOMENCLATURE QTY OWNING UNIT DEP DATE MISSION NUMBER

2. POC IS (name) DUTY PHONE:

Table 8.6. INSTRUCTIONS FOR SITREP:

Section I. Airlift

1. Missions flown: This section will reflect the type ACFT and number of missions flown. A scheduled mission is one that did not divert in and was scheduled in GDSS. If a mission was scheduled in but did not arrive due to maintenance, weather or other circumstances it is shown under the scheduled column but not under the actual column. The cumulative column is a total since the start of the operation.

2. Air Evacuation Missions: This is accomplished the same as above except the number of litter and ambulatory patients are shown. This information will be provided by the AES element deployed.

3. Inbound Pax/Cargo: This section will list all personnel and equipment that arrived. List the personnel and equipment that terminates at your station. Do not list through load equipment and personnel.

4. Outbound Pax/Cargo: This section will list all Personnel and Equipment that departed your station. Do no list through load Pax/Cargo.

5. Thruload Pax/Cargo: This section will list all Personnel and Equipment that transiented your station. Do not list final offloaded and initial onloaded pax or cargo.

6. MOGS: List your current working and parking MOGS in this section.

Section II. Equipment Status

1. MHE Status: List the status of all MHE on station. List the status of host base support equipment being used by the TALCE.

2. Maintenance Equipment Status: List the status of all Maintenance Equipment on station. List the status of host base support equipment being used by the TALCE.

3. Vehicle Status: List the status of all Vehicles on station. List the status of host base Vehicles being used by the TALCE.

Section III. Communications Status

1. Voice: List the status of all voice systems being used (SAT voice, Telephones, STU-III)

2. Data: List the status of all data systems being used (DAMA III, FAX, Secure FAX, Autodin)

3. Navaids: List the status of all airfield NAVAIDS

Section IV. Security Status

List the current security assesment at your location.

Section V. Personnel Status

1. List the totals of all personnel deployed to that location (officer, enlisted,civilian, females, total)

2. TALCE Breakdown: List by duty section the TALCE (mission support forces) make-up.

Section VI. Commanders comments: List any comments or concerns the TALCE commander may have.

Table 8.7. Sample Situation Report (SITREP)/INFOCON Format

Part I

FROM: (unit) TALCE DEPLOYED (location)

TO: HQ AMC TACC COMMAND CENTER SCOTT AFB IL//XOP/XOPMC/XOGM//

HQ AMC SCOTT AFB IL//LGRM/DPX/DPXX//

AME/AMD (If deployed)

INFO: (Home unit or any other HQs as required)

CLASSIFICATION:

SUBJECT: SITREP NUMBER 001, FOR THE PERIOD (date/time group) TO (date/time group)

I. AIRLIFT

1. MISSIONS FLOWN:

	THIS PERIOD	CUMULATIVE
TYPE ACFT	SCHED/ACT	SCHED/ACT

2. AIR EVACUATION MISSIONS (if applicable):

	LITTERS		AMBULATORY	
MISSIONS:	SCHED/ACT	CUMULATIVE	SCHED/ACT	CUMULATIVE

3. OFFLOAD PAX/CARGO (short tons)

PAX: TODAY/CUMULATIVE CARGO: TODAY / CUMULATIVE

4. ONLOAD PAX/CARGO

PAX: TODAY/CUMULATIVE CARGO: TODAY / CUMULATIVE

5. THRULOAD PAX/CARGO

PAX: TODAY/CUMULATIVE CARGO: TODAY / CUMULATIVE

6. MOGS: PARKING: WORKING:

II. EQUIPMENT STATUS (summarize current status of equipment on station)

1. MHE STATUS:

2. MAINTENANCE EQUIPMENT STATUS:

3. VEHICLE STATUS:

III. COMMUNICATIONS STATUS

1. VOICE: (type, frequency, status)

2. DATA: (type, frequency, status)

3. NAVAIDS: (type, status)

IV. SECURITY STATUS (current threat assessment and status of security forces)

V. PERSONNEL STATUS

1. PERSONNEL: (officer, enlisted, civilian, officer females, enlisted females, civilian females, total)

2. TALCE BREAKDOWN: CADRE (off/enl) MX (off/enl) TR (off/enl) OTHER (off/enl)

VI. COMMANDERS COMMENTS:

Part II

INFOCON SITREP

(S*E*C*R*E*T WHEN FILLED IN)

MSGID/INFOCON SITREP/"UNIT MAKING THE REPORT"/"SERIAL NBR"/"MONTH"//

PERID/"FROM"/"TO"//(NOTE: DTG COVERED BY THE SITREP)

HEADING/OWN SITUATION//

GENTEXT/SITUATION/"CLASSIFICATION"/"ENTER FREE TEXT: BRIEF ASSESSMENT OF HOW THE CYBER ATTACK HAS AFFECTED SOME, ALL, OR NONE OF THE BASE SYSTEMS."//

GENTEXT/OPERATIONS/"CLASSIFICATION"/"ENTER FREE TEXT: DETAILED ASSESSMENT OF THE IMPACT ON OPERATIONAL MISSIONS; SUMMARY OF PLANS IN THE NEXT 24 HOURS; AND ANY DEVIATIONS OR VARIATIONS FROM PREVIOUSLY REPORTED INTENTIONS/PLANS."//

GENTEXT/INTELLIGENCE-RECONNAISSANCE/"CLASSIFICATION"/"ENTER FREE TEXT: ASSESSMENT OF THE INFORMATION OBTAINED; REFERENCE ANY LAW ENFORCEMENT (FBI, ETC) AND OTHER GOVERNMENT AGENCY (CIA, ETC) INTELLIGENCE DATA GATHERED IN THE LAST 24 HOURS."//

GENTEXT/LOGISTICS/"CLASSIFICATION"/"ENTER FREE TEXT: ASSESSMENT OF IMPACT ON SUPPORT SERVICES (BASE -- SUPPLY, MEDICAL, ETC) AND CIVILIAN SERVICES (OFF-BASE: DEFENSE CONTRACTOR, ETC)."//

GENTEXT/COMMUNICATIONS CONNECTIVITY/"CLASSIFICATION"/"ENTER FREE TEXT: DETAILED ASSESSMENT ON THE EXTENT OF SYSTEM PENETRATION, EQUIPMENT DEFICIENCIES, ETC."//

GENTEXT/PERSONNEL/"CLASSIFICATION"/"ENTER FREE TEXT: ASSESSMENT OF IMPACT ON PERSONNEL DATA REPORTING SYSTEMS (I.E. MOBILITY PROCESSING; UNABLE TO UPDATE MASTER DATA FILE AT AFPC VIA PC-III; ETC)."//

GENTEXT/COMMANDER'S EVALUATION/"CLASSIFICATION"/"ENTER FREE TEXT:

SUMMARY OF KEY POINTS FROM INDIVIDUAL PARAGRAPHS; COMMANDER'S ASSESSMENT OF MILITARY OPERATIONS (IF ANY) AND EFFECTIVENESS; AND DISCUSSION OF SPECIFIC PROBLEM AREAS ENCOUNTERED AND ACTIONS RECOMMENDED PRECLUDING RECURRENCE IN THE FUTURE."//

DECL/"SET 10-YR DATE BASED ON DATE OF ORIGINAL OPREP-3 REPORT" OR "ORIGINAL DATE OF FIRST SITREP REPORT"//

(S*E*C*R*E*T WHEN FILLED IN)

Table 8.8. Sample Redeployment Plan Format

FROM: (unit) TALCE DEPLOYED (location)

TO: HQ AMC TACC COMMAND CENTER SCOTT AFB IL//XOPW/XOPE/XOPMC//

AME/AMD (If deployed)

CLASSIFICATION:

SUBJECT: REDEPLOYMENT PLAN 001

I. FOLLOWING IS THE REDEPLOYMNET PLAN FOR (location), AS OF (date/time group).

1. PHASE I - EAD (dd/mmm/yy) (list phases by earliest available date for the redeployment)

A. PERSONNEL:

ULN/LNR NAME (last, first, MI) RANK AFSC UNIT

B. TOTAL PAX:

C. EQUIPMENT/CARGO:

ULN NOMENCLATURE QTY OWNING UNIT WEIGHT (short tons)

D. TOTAL SHORT TONS:

E. AIRLIFT REQUIREMENTS: (proposed type of aircraft an itinerary requested)

F. SPECIAL CONSIDERATIONS/REMARKS:

G. POC IS: DUTY PHONE:

Table 8.9. Sample Off Station Report Format

FROM: (unit) TALCE DEPLOYED (location)

TO: HQ AMC TACC COMMAND CENTER SCOTT AFB IL//XOPM/XOPMC//

AME/AMD (If deployed)

INFO: (any other Hqs as required and deployed TALCE home unit)

CLASSIFICATION:

SUBJECT: OFF STATION REPORT

1. THE (unit) TALCE/MST WILL BE OFF STATION AT (location/ICAO) AS OF (date/time group).

2. NEXT STATION IS (location/ICAO).

3. DEPARTING ON (mission number) AS OF (date/time group)

4. REMARKS: (as required)

Table 8.10. After Actions Report Format

(XXX AMOG/TALCE/AMCU) AFTER ACTION REPORT													
TO: HQ AMC TACC COMMAND CENTER SCOTT AFB IL//XOPS/XOPM/XOGM/LGRM// (XXXth) AMOG XXXXX AFB XX//XP//													
DATES (DD/MM/YY)				XXX AMOG		UNIT SUPPORTED							
TYPE (E,E,S,A,F,T,O)	J	LOCATION (ICAO AND LOCATION											
TALCE CC						OPS OFF							
MST CHIEF						OPS NCO							
LOAD/BOOM						COMM/AGE							
STRENGTH REPORT (OFFICERS/AIRMEN)													
TALCE OPS	/	TALCE COMM	/	TALCE LM/BOOM	/	ADMIN	/						
MX	/	ARIAL PORT	/	DRIVERS	/	SUPPLY	/						
SEC FORCES	/	CFR	/	WX	/	LG/TR	/						
TOTAL	/	TOTAL TNG	/	OTHER	/	OTHER	/						
MISSION SUMMARY													
TYPE ACFT	C-130	C-141	C-5	KC-10	OTHER		TOTAL						
NUMBER													
DELAYS													
RELIABILITY													
PAX ONLOAD		PAX OFFLOAD		TOTAL MOVED									
CARGO ONLOAD		CARGO OFFLOAD		TOTAL MOVED									
TOTAL NUMBER OF DACG/LOADING TEAMS WHO HAVE ATTENDED APC/EPC							/						
CONTACTED						CALM							
AFFILIATION TRAINING (OFF/ENL/CIV)													
APC	/ /	EPC	/ /	SL	/ /	SV	N						
BRANCH OF SERVICE		US ARMY		FAILURES									

COMMUNICATIONS							
COMM CENTER	N	MARC	N	SATCOM	N	HF	N
RADIO FREQS							
TELEPHONE #S							

LOGISTICS	
MOG/SHIFT	
POL AVAILABLE	
TRANSPORTATION	
EQUIPMENT LIST	

OPERATING BASE SUPPORT	
BILLETING	
MESSING	
TALCE FACILITIES	
CRASH/FIRE/RESCUE	

PRINT NAME AND GRADE OF WRITER	PRINT NAME AND GRADE OF REVIEWER
SIGNATURE AND DATE	SIGNATURE AND DATE

POST MISSION NARRATIVE
A. Expeditionary Combat Support:
B. Unit Observations:
C. Problems:
D. Impact:
E. Recommendations:
F. Unit Address:

Table 8.11. Sample Weekly Commitment Report Format

FROM: (unit) AMCS/AMCF/ALCS

TO: HQ AMC TACC COMMAND CENTER SCOTT AFB IL//XOPM/XOPMC//

WEEKLY COMMITMENT REPORT (dd/mm/yy) TO (dd/mm/yy) (14 day period starting each Tuesday)

CLASSIFICATION:

1. DEPLOYMENTS: (list all affiliation/deployments/planned deployments during this period)

DEPLOYMENT 1:

A. LOCATION:

B. DEPLOYMENT DATES:

C. TYPE MISSION: (AFF, AST, SAAM, JA/ATT, etc.)

D. UTCS DEPLOYED:

E. TALCE COMMANDER/MST CHIEF:

F. TALCE CORE PERSONNEL (Officers/Enlisted)

DEPLOYMENT 2:

A. LOCATION:

B. DEPLOYMENT DATES:

C. TYPE MISSION: (AFF, AST, SAAM, JA/ATT, etc.)

D. UTCS DEPLOYED:

E. TALCE COMMANDER/MST CHIEF:

F. TALCE CORE PERSONNEL (Officer/Enlisted)

11. UTC AVAILABILITY: Account for total UTC's (personnel and equipment) assigned; with notes when not available due to personnel or equipment; stating shortfalls)

A. 7EIAE:

B. 7EIAF:

C. 7EICA:

D. 7EIBC (C21PS SA):

E. 7EIBD:

III. COMMANDERS COMMENTS:

IV. POC: (barrel/scheduler,name/rank/phone, including home or beeper for after hours/weekends)

Table 8.12. Sample Training Review Panel Format

	Auth	Asgn	Qual	Losses	Gains
Ops Off					
Ops NCOs					
Load/Boom					
Comm/Age					
MX					
APS					
TRAINING					
NAME	AFSC	Start Training Date	Est Completion Date		
Remarks: Explain problem areas. Include actions taken/required, and get well date.					

GEORGE N. WILLIAMS, MGEN, USAF
Director of Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

A1.1. General . The following publications serve as a basis for developing an AMS publications file. If not maintained in the AMS publication file, publications must be readily available through other base agencies. Maintain those publications annotated with an asterisk (*) in the AMS Master Publications File and in the TALCE deployment kits. The Master Files List includes publications required for day-to-day management of orderly room and personnel issues (not required if available from other sources).

A1.2. USAF Publications . Consult AFIND2 for any pertinent changes in the regulations or supplements.

AFIND 2	*Numerical Index of Standard and Recurring Air Force Publications*
AFIND 5	*Numerical Index of Specialized Information Protection Publications*
AFIND 8	*Numerical Index of Specialized Education/Training Publications*
AFIND 9	*Numerical Index of Departmental Forms*
AFI 10-201	*Status of Resources and Training System*
AFMAN 10-206	*Operational Reporting*
AFI 10-207	*Command and Control*
AFI 10-215	*Personnel Support for Contingency Operations (PERSCO)*
AFMAN 10-401	*Operation Plan and Concept Plan Development and Implementation.*
*AFI 10-403	*Deployment Planning*
AFI 10-707	*Spectrum Interference Resolution Program*
AFI 10-1101	*Operations Security*
*AFI 11-202, Vol 3	*General Flight Rules*
AFI 11-218	*Aircraft Operation and Movement on the Ground*
AFI 11-401	*Flight Management*
AFI 13-201	*US Air Force Airspace Management*
AFI 13-203	*Air Traffic Control*
AFI 13-213	*Airfield Management*
AFI 16-301	*US Air Force Priority System for Resources Management*
AFI 21-103	*Equipment Inventory, Status, and Utilization Reporting*
AFI 23-202	*Buying Petroleum Products, and other Supplies and Services Off-Station*
*AFJMAN 24-204	*Preparing Hazardous Materials for Military Air Shipments*
AFI 31-101	*The Physical Security Program*
AFI 31-207	*Arming and Use of Force by Air Force Personnel*
AFI 31-101	*The Air Force Resource Protection Program*

AFI 31-401	*Information Security Program Management*
AFI 31-501	*Personnel Security Program Management*
*AFI 32-1042	*Standards for Marking Airfield*
AFJMAN 32-1036	*Airfield Pavement Evaluation Concepts*
AFI 33-113	*Managing Messaging and Data Processing Centers*
AFI 33-209	*Operational Instructions for the Secure Telephone Unit (STU-III) Type 1*
AFI 33-211	*Communications Security (COMSEC) User Requirements*
AFI 33-212	*Reporting COMSEC Deviations*
AFI 33-215	*Controlling Authorities for COMSEC Keying Matierial (KEYMAT)*
AFI 33-216	*Management of Manual Cryptosystems*
AFMAN 36-2108	*Airman Classification*
AFI 36-2201	*Developing, Managing, and Conducting Training*
AFI 36-2226	*Combat Arms Training and Maintenance (CATM) Program*
AFI 33-322	*Air Force Records Management Program*
AFMAN 33-326	*Preparing Official Communications*
AFI 33-328	*Administrative Orders (PA)*
AFI 37-138	*Records Disposition--Procedures and Responsibilities*
AFMAN 37-139	*Records Disposition Schedule*
AFI 38-204	*Programming USAF Manpower*
AFMD3	*Air Education and Training Command (AETC)*
AFM 23-110, Vol 2 Pt 13	*Standard Base Supply Customer's Procedures*
AFI 23-111	*Management of Government Property in Possession of the Air Force*
AFI 71-101 Vol 1	*Criminal Investigations*
*AFP 10-1403	
AFMAN 91-201	*Explosive Safety Standards*
AFI 91-202	*The US Air Force Mishap Prevention Program*
AFI 91-204	*Safety Investigations and Reports*
AFJMAN 32-1038	*Procedures for US Army and US Air force*
*AFPAM 10-709 Vol, 1 CD	*(FOUO) US Message Text Formatting*
AFP 102-2 Vol III	*US Message Text Formats Self-Paced Training Pamphlet*
AFI 31-101 (FOUO)	*The Air Force Installation Security Program*

A1.3. Air Force Publications Under Revision . These Air Force publications are under revision with the new proposed publication number in parenthesis at the time of printing.

AFM 2-50 (AFDD31)	*USA/USAF Doctrine for JA/AT Operations*

AFMAN 10-206	*Operational Reporting*
AFKAG1	*Communications Security (COMSEC) Duties and Responsibilities*
AFKAG1	*Safeguarding and Control of Communications Security Material*
AFM 64-2 (JP3-50)	*National Search and Rescue Manual*
AFMAN 23-110	*USAF Supply Manual*
*AFJI 24-109	*Air Terminals and Aerial Ports*
*AFR 76-13 (AFJI 24-236)	*Management of System 463L Pallets, Nets, and Tie Down Equipment*
AFJI 24-223	*Department of Defense Engineering for Transportability*
*AFM 88-6 CH 2 (AFJMAN 23-10121)	*Flexible Pavement Design for Airfield (Elastic Layered Method)*
AFP 161-11 (AFI 48-108)	*Cold Injury*
AFSSI-4009 (AFI 33-213)	*(FOUO) AF COMSEC Inspection Program*
AFSSI-4100 (AFI 33-201)	*(C) COMSEC Program*
AFSSM-4200 (AFI 33-208)	*(C) Classification Guide for COMSEC Information*

A1.4. AMC PUBLICATIONS . Consult AMCIND2 for current changes.

AMCIND 2	*Numerical Index of Air Mobility Command and Multicommand Standard Publications and Forms*
*AMCPAM 10-2	*Stage Crew Management Guide*
*AMCI 10-202Vol 1	*AMC Command and Control Operations*
*AMCI 10-202Vol 2	*AMC Command and Control (C2) Responsibilities and Procedures (Includes Change 1, 15 Apr 96)*
*AMCI 10-202Vol 3	*Contingency and Wartime Air Mobility Management*
*AMCI 10-202Vol 6	*AMC Mission Reliability Reporting System (MRRS)*
AMCI 10-212	*Air Base Operability*
* AMCI 13-101	*AMC Theater Airlift Liaison Officers*
AMCI 21-101	*Maintenance Management Policy*
AMCI 21-104	*Aircraft Maintenance Training*
AMCI 23-102	*Expeditious Movement of AMC MICAP, VVIP, and FSS Items*
AMCPD 24-1	*Military Airlift for Aerial Port Operations*
AMCI 24-101V1	*Military Airlift - Transportation*
AMCI 24-101Vol 6	*Military Airlift - Transportation Documentation, Data, Records, and Reports*
AMCI 24-101Vol 10	*Military Airlift - Fleet Services*
AMCI 24-101Vol 16	*Military Airlift - Border Clearance*
AMCI 24-103	*AMC Cargo Load Planning Template System*

AMCPAM 31-1	*Air Mobility Command Arming Policy*
AMCPAM 36-1	*AMC Affiliation Program Airlift Planners Course*
AMCPAM 36-2	*Enlisted Professional Preparedness Guide*
AMCPAM 36-4	*Air Base Operability Training*
*AMCI 11-208 CH 10	*Crash Fire Rescue*
*AMCP 55-41 (AMCPAM 24-2)	*Civil Reserve Air Fleet Load Planning Guide*
*AFI 11-201 AMC 1	*Airspace Management*
AFI 13-201 AMC 1	*Airspace Management*
*AMCP 55-58	*AMC Headquarters Guidance for Tanker Task Force Operations*
*AFI 11-2C-141 Vol 3	*C-141 Operations Procedures*
*MCI 11-241 Vol 4	*C-141 Command Operating Restrictions*
AMCPAM 90-202	*Inspection Guide*
AMCMD 702	*AMC Numbered Air Force*
AMCMD 710	*Air Mobility Operations Groups and Squadrons*
AMCMD 723	*Tanker Airlift Control Center*

A1.5. Major Command Regulations . Consult AMCIND 2 for current changes.

*AFI 11-2C-5V3ADD-A	*C-5 Operations - Configuration and Mission Planning*
*AFI 11-2C-17V3-ADD-A	*C-17 Operations - Configuration and Mission Planning*
*AFI 11-2KC-10 Vol 3	*KC-10 Operations Procedures*
*AFI 11-2KC-135 Vol 3 ADD-A	*KC-135 Operations - Configuration*
*AFI 11-2C-130 Vol 3	*C-130 Operations*
*AFI 11-2KC-135 Vol 3	*KC-135 Operations Procedures*

A1.6. Miscellaneous Publications .

USAF Foreign Clearance Guide

*FLIP Planning - Worldwide

*FLIP IFR Supplements and Enroute Charts encompassing routes over which airlift aircraft are dispatched

*Location Identifier ICAO Document 7910

*Location Identifier Handbook-FAA Publication 7350

AFKAO-1 USAF Voice Call Sign Instructions

AFKAI-1 (C) USAF Voice Call Sign List (VCSL)

AKAC 493 (S) Strategic Airlift Operations Code (worldwide) (U)

AKAA 2001 (C) Strategic Operations Pele Authentication System (U)
AMC OPORD 17-76
*AMC Form 174, Airfield Survey
*Exercise OPORD/OPLAN

A1.7. Technicial Orders .

TO 1C-5A-1	*Flight Manual*
TO 1C-5A-1-1	*Supplemental Flight Manual -Appendix 1 - Performance Data*
TO 1C-5A-5-2	*Loading Data*
*TO 1C-5A-9	*Loading Instructions*
*TO 1C-5A-9-2	*Specific Instructions for Loading Instructions Manual*
*TO 1C-10(K)A-5	*Basic Weight Checklist and Loading Data*
*TO 1C-10(K)A-9	*Cargo Loading*
TO 1C-17A-1	*(Preliminary) Flight Manual*
TO 1C-17A-1-1	*(Preliminary) Flight Manual Performance Data*
*TO 1C-17A-5	*Basic Weight Checklist and Loading Data*
*TO-1C-17-9	*(Preliminary) Flight Manual -- Loading Instructions Manual*
TO 1C-130B-1	*Flight Manual*
TO 1C-130B-1-1	*Flight Manual -- Appendix 1 -- Performance Data*
*TO 1C-130B-5	*Basic Weight Checklist and Loading Data*
*TO 1C-130A-9	*Cargo Loading Manual*
TO 1C-130H-1	*Flight Manual*
TO 1C-130H-1-1	*Flight Manual -- Performance Data*
*TO 1C-130H-5	*Basic Weight Checklist and Loading Data*
*TO-1C 135(K)A-5	*Basic Weight Checklist and Loading Data*
*TO-1C-135(K)A-9	*Cargo Loading Instructions*
TO 1C-141B-1	*Flight Manual*
TO 1C-141B-1-1	*Flight Manual -- Appendix 1 -- Performance Data*
*TO 1C-141B-5	*Checklist -- Basic Weight and Loading Data*
*TO 1C-141B-9	*Loading Instructions*
TO. 00-5-1	*Air Force Technical Order System*
T.O. 00-6-2	
T.O. 00-20-7	*Inspection System, Documentation, and Status Reporting for Support and Training Equipment*

T.O. 00-20-8	*Inspection System, Documentation, and Status Reporting for Ground Communications Electronics (C-E)*
T.O. 00-20-14	*Air Force Metrology and Calibration Program*
T.O. 1-1-689	*Organizational/Unit and Intermediate Maintenance - Avionics Cleaning and Corrosion Prevention/Control*
T.O. 33-1-27	*Logistics Support of Precision Measurement Equipment*
TO 36-1-27	*USAF Vehicles Materials Handling and Construction Equipment.*
TO 200-105E-9	*Aircraft Emergency Rescue Information (Fire Protection).*

A1.8. Defense Transportation Regulations

DTR 4500.9-R Part III	*Defense Transportation Regulation Part III, Mobility*
DTR 4500.32-R Vol I	*Military Standard Transportation And Movement Procedures (MILSTAMP)*

A1.9. Other Publications .

FM 55-9	*Movement of Troops and Equipment Non-Tactical.*
*TB 55-46-1	*Standard Characteristics for Transportability Military Vehicles and Other Outsized/Overweight Equipment.*
TM 9-500	*Data Sheets Ordinance Type Materials.*
ST 9-159	*Handbook of Army Material.*

A1.10. Definition of Publication Identifiers .

AFCAT	*Air Force Catalog*
AFDD	*Air Force Doctrine Document*
AFDIR	*Air Force Directory*
AFH	*Air Force Handbook*
AFI	*Air Force Instruction*
AFIND	*Air Force Index*
AFJ	*Air Force Joint*
AFM	*Air Force Manual (Old Designation)*
AFMAN	*Air Force Manual*
AFMD	*Air Force Mission Directive*
AFP	*Air Force Pamphlet (Old Designation)*
AFPAM	*Air Force Pamphlet*

AFPD	*Air Force Policy Directive*
AFR	*Air Force Regulation (Obsolete Designator)*
AFRP	*Air Force Recurring Peridocial*
AFSSI	*Air Force Systems Security Instructions*
AFSSM	*Air Force Systems Security Memorandum*
AMCH	*AMC Handbook*
AMCI	*AMC Instruction*
AMCMAN	*AMC Manual*
AMCMD	*AMC Mission Directive*
AMCP	*AMC Pamphlet*
AMCPAM	*AMC Pamphlet*
AMCPD	*AMC Policy Directive*
AMCR	*AMC Regulation*
AMCVA	*AMC Visual Aid*
DTR	*Defense Transportation Regulation*
MCI	*Multi-Command Instruction*
MCM	*Multi Command Manual*
MCP	*Multi Command Pamphlet*
MCR	*Multi Command Regulation*

Abbreviations and Acroynms

AALPS	Automated Air Load Planning System
ACC	Air Combat Command
A/DACG	Arrival/Departure Airfield Control Group
ADVON	Advanced cadre
AE	Aeromedical Evacuation
AECC	Aeromedical Evacuation Control Center
AEG	Air Expeditionary Group
AETC	Air Education and Training Command
AEW	Air Expeditionary Wing
AFSC	Air Force Specialty Code
AFWA	Air Force Weather Agency
AGE	Aerospace Ground Equipment
ALCF	Airlift Control Flight

ALCS	Airlift Control Squadron
ALM	Air Load Module
AMCLO	Air Mobility Command Liaison Officer
AMCU	Air Mobility Control Unit
AMD	Air Mobility Division
AMS	Air Mobility Squadron
AME	Air Mobility Element
AMLO	Air Mobility Liaison Offiicer
AMOC	Air Mobility Operations Course
AMOCC	Air Mobility Operations Control Center
AMOS	Air Mobility Operations Squadron
AMT	Air Mobility Tasking
AOC	Air Operations Center
APCC	Aerial Port Control Center
A/R	Aerial Refueling
AST	Airfield Survey Team
ATC	Air Traffic Control
ATOC	Air Terminal Operations Center
ATT	Affiliation Training Team
ECS	Expeditionary Combat Support
C2IPS	C2 Information Processing System
CALM	Computer-Aided Load Manifest
CATM	Combat Arms Training and Maintenance
CCE	Contingency Communications Element
CE	Civil Engineers
CHOP	Change of Operation (control)
CMO	Communications Maintenance Operator
COMSEC	Communications Security
CRAF	Civil Reserve Air Fleet
CRF	Contingency Response Flight
CRG	Contingency Response Group
CST	Communications Support Team
CWD	Chemical Warfare Defense
CWTQT	Chemical Warfare Task Qualification Training
DAMA	Demand Assigned Multiple Access
DC2IPS	Deployable C2 Information Processing System

DCC	Deployment Control Center
DIFM	Due In For Maintenance
DIRMOBFOR	Director of Mobility Forces
DIRAEFOR	Director of Aeromedical Forces
DOC	Designed Operating Capability
ECI	Extension Course Institute
EPC	Equipment Preparation Course
ERO	Engines Running Onload and Offload
EOD	Explosives Ordinance Disposal
FAA	Federal Aviation Administration
FAD	Force Activity Designator
GDSS	Global Decision Support System
ICAO	International Civil Aviation Organization
JA/ATT	Joint Airborne Air Transportability Training
JIIPS	JULLS Instructional Input Program System
JOPES	Joint Operational Planning and Execution System
JQS	Job Qualification Standard
JRTC	Joint Readiness Training Center
JULLS	Joint Universal Lessons Learned System
LAOC	Latin American Orientation Course
LCN	Load Classification Number
LOC	Logistics Operations Center
LZ	Landing Zone
MARC	Mobility Air Reporting and Communications
MCC	Mobility Control Center
MES	Military Essentiality Status
MEOC	Middle East Orientation Course
MHE	Materials Handling Equipment
MOG	Maximum On Ground
MPA	Military Pay Allowance
MSC	Mission Support Cell
MSE	Mission Support Element
MSF	Mission Support Forces
MST	Mission Support Team
NMCC	National Military Command Center
NOTAM	Notices To Airmen

OPREP	Operations Report
PID	Plan Identification
POL	Petroleum, Oil and Lubricant
PSI	Personnel Security Investigation
RPA	Reserve Pay Allowance
RPL	Required Proficiency Level
RSP	Readiness Spares Package
SAAM	Special Assignment Airlift Mission
SBI	Special Background Investigation
SEI	Special Experience Identifier
SID	Standard Instrument Identifiers
SF	Security Forces
STT	Special Tactics Team
TACC	Tanker Airlift Control Center
TALCE	Tanker Airlift Control Element
TALO	Theater Airlift Liaison Officer
TOC	TALCE Operations Center
TPFDD	Time-Phased Force Deployment Data
TWCF	Transportation Working Capitol Fund
UAF	Unit Authorization File
ULN	Unit Line Number
ULS	Universal Loading Simulators
UMD	Unit Manpower Document
UTC	Unit Type Code

Terms

Air Force component commander (AFCC). The senior USAF commander who serves as the Air Force Service component commander under the joint force commander (JFC). The AFCC exercises overall command of all USAF forces within an area of responsibility (AOR). The JFC may designate the AFCC as the joint force air component commander (JFACC). When appointed, the JFACC is a functional component commander whose authority is derived from the JFC and whose purview extends over air assets from all Services within the theater or AOR.

Air Mobility Control Unit (AMCU). Generic term referring to “AMS, AMCF, ALCS, ALCF, and PACAF TALCE.

Air Mobility Element (AME). An AMC-provided strategic air mobility C2 element responsible to AMC TACC. The AME provides the forward-present element necessary to extend AMC TACC, as necessary, to monitor and coordinate USTRANSCOM-assigned strategic air mobility operations supporting a theater or AOR. As the focal point for strategic airlift, the AME works closely with the ALCC to interface strategic airlift with theater airlift. Also, the AME monitors and coordinates, for AMC TACC, the AMC deployed forces (TTF, TALCE, MST, etc.,) that support a theater commander but remain under COMAMC OPCON. The AME, when possible, typically collocates with the AOC (or JAOC) (if formed), and provides strategic airlift and air refueling expertise and advice to the DIRMOBFOR. The AME remains under the operational control (OPCON) of AMC/CC through TACC/CC. The corporate efforts of the AME, ALCC, and the Tanker cell ensure the seamless execution of air mobility operations.

Air Mobility Operations Control Center (AMOCC). The AMOCC is the theater's single command and control layer for intratheater air mobility operations external to a JTF. It provides centralized planning, tasking, scheduling, coordination, and C2 for assigned and attached intratheater airlift and air refueling forces operating in the geographic CINC's AOR. The AMOCC integrates intertheater and intratheater air mobility operations to efficiently and effectively accomplish the theater air mobility mission and enhance the goal of seamless global mobility. To further these objectives, the AMOCC validates user requirements, determines force allocations, and provides deployable C2 teams.

Air Mobility Operations Group (AMOG). The group organizes and trains deployable AMC forces to provide worldwide GLOBAL REACH LAYDOWN in support of USTRANSCOM-assigned missions. The AMOG consists of a headquarters element, an Air Mobility Operations Squadron, three Air Mobility Squadrons, CTCS, and associated detachments and OLs. HQ AMC/DOOM is the functional manager for the AMOGs.

Air Mobility Control Squadron (AMS). Provides a cadre of personnel to deploy worldwide and establish C2 capabilities at locations where insufficient or no operational support exists for air mobility assets. AMSs operate TALCEs, deploy mission support teams, conduct airfield surveys, and AMC affiliation training.

Air Mobility Operations Squadron (AMOS). Provides a cadre of personnel to deploy worldwide to establish an AME, Tanker cell (or Tanker cell augmentation) and an aerial port control center (APCC) when requested.

Air Operation Center (AOC). The principal air operations installation (land or ship based) from which all aircraft and air warning functions of tactical air operations are controlled. The AOC is the senior air operations element of the theater air control system. As focal point of the system, the AOC is connected by communications to operations, logistics, intelligence centers, appropriate staff elements of higher and lateral headquarters, other intelligence agencies, subordinate units, and subordinate elements of the theater air control system.

Aerial Port Squadron (APS). Provides a cadre of personnel to deploy worldwide and establish aerial port capabilities at outload, intermediate, and offload locations.

Aerial port control center (APCC). Provides in-theater command and control of all aerial port personnel and assets and ensures timely movement of all air passenger and cargo requirements.

Combined Force. A military force composed of elements of two or more nations.

Commander, Air Force Forces (COMAFFOR). The senior Air Force commander responsible for all Air Force forces assigned to joint task force.

Special Tactics Teams (STTs). STTs are small, task organized teams of Air Force parachutists and combat diver qualified personnel trained and equipped to control drop, landing, and extraction zone air traffic in austere and/or hostile conditions. These teams survey and establish terminal airheads as well as provide guidance to aircraft for air mobility operations. They provide command and control and conduct reconnaissance, surveillance, and survey assessments of potential objective airfields/assault zones, in addition to performing limited weather observations and removal of obstacles or unexploded ordinance with demolition. The ALCC will control STT operations through the STT operations staff.

Combat Camera Squadron (CTCS). Provides combat camera documentation of contingency operations, exercises, test programs, and historical interest events. They also provide for editing, cataloging, duplication, and transmission of imagery.

Director, Aeromedical Evacuation (AE) Forces (DIRAEFOR). A senior officer with an extensive background in AE operations, responsible for managing theater-assigned AE forces within a geographic area outside the continental United States or for a designated operation within a supported theater. DIRAEFOR advises the Director, AOC or the DIRMOBFOR concerning the employment of theater AE forces and is responsible for AE operations affecting the theater, and the theater interface with the strategic AE system. Unless otherwise identified by the AFCC (or JFACC), DIRAEFOR will normally be the senior AE representative working within the AOC. DIRAEFOR is responsible to either the Director, AOC or DIRMOBFOR.

Director, Air Operation Center (DIRAOC). The senior air operations officer responsible for managing and integrating Air Force combat air and combat air support functions within the theater air operations system.

Director of Mobility Forces (DIRMOBFOR). The DIRMOBFOR is a senior officer, fluent in air mobility operations, with the coordinating authority to resolve conflicts and competing priorities that may arise between the theater air logistics system and strategic air mobility operations. His duties and authority will be as directed by the AFCC (or JFACC) to satisfy the objectives of the theater CINC.

Detachments and Operating Locations (Det/OL). Detachments and OLs aligned under the AMOG include: theater airlift liaison officers (TALO) and staff at multiple locations, logistics technicians at the C-5 depot at Kelly AFB, TX, Air Reserve Component liaison officers, and contract airlift personnel located at commercial passenger outload locations.

Joint Force. A general term applied to a force that is composed of significant elements of the US Army, Navy, or Marine Corps and the Air Force or two or more of these services operating under a single commander authorized to exercise unified command and operational control over joint forces.

Joint Forces Commander (JFC). A general term applied to a commander authorized to exercise combatant command (command authority) or operational control (OPCON) over a joint force.

JOINT FORCE AIR COMPONENT COMMANDER (JFACC). The JFACC derives authority from the JFC who has authority to exercise OPCON, assign missions, direct coordination among subordinate commanders, redirect and organize forces to ensure unity of effort in the accomplishment of the overall mission. The JFC will normally designate a JFACC. The JFACC's responsibilities will normally be assigned by the JFC (normally these would include, but not be limited to, planning, coordination, allocation, and tasking based on the JFC's apportionment decision). Using the JFC's guidance and authority, and in conjunction with other Service component commanders and other assigned or supporting commanders, the JFACC will recommend to the JFC apportionment of air sorties to various missions or geographic areas.

(Wings, Groups, and Squadrons). Temporary units established to perform a specific task for a specified period of time.

Strategic air mobility. AMC forces employed in support of the USCINCTRANS global air mobility mission. These strategic forces provide the air mobility capability to deploy, sustain, and redeploy military forces to support a theater or AOR. Strategic air mobility forces are not aircraft-type specific (C-141 or KC-10), but are defined by the mission performed. Strategic missions normally perform long-haul, transient operations when supporting the theater or AOR. For example, a strategic airlift mission will normally accomplish "mission-closure" when the aircraft arrives at the port of debarkation (POD). Strategic mobility missions usually support multiple theaters or AORs, as tasked.

Tanker Airlift Control Center (TACC). The TACC is the functional name for the highest level in the AMC C2 system providing centralized command and control of AMC assigned, operated, and gained forces. This agency serves as the central execution agency for determining and tasking all AMC operational and mission requirements. TACC C2 is divided into four cells. Three cells are geographic (Americas, East, and West). They provide mission management of AMC resources in their AOR. The fourth cell is the TACC emergency actions cell which implements applicable JCS, USAF, USTRANSCOM, and AMC coded and clear text emergency actions directives. The TACC is a direct reporting unit to HQ AMC.

Tanker Airlift Control Element (TALCE). A provisional, deployed AMC organization established at fixed, enroute, and deployed locations where AMC operational support is non-existent or insufficient. A TALCE provides continuing on-site management of AMC airfield operations including C2, communications, aerial port, maintenance, security, services, weather, finance, contracting and intelligence--the critical elements needed to ensure a safe and highly efficient air base for all tanker and airlift operations. The TALCE is composed of mission support elements from various units and deploys in support of Special Assignment Airlift Mission (SAAM), Joint Airborne/Air Transportability Training (JA/ATT), tanker support, and contingency and emergency relief missions on both planned and "no notice" basis. Since TALCEs are deployed primarily to support AMC's global air mobility mission, they will normally remain under the operational control of COMAMC. The AME/AMD will be the theater coordination interface and relay global mission movement to AMC TACC. If a TALCE transfers Operational or Tactical Control to the theater or AFFOR, the TALCE will report to the AME/AMD.

Tanker Cell. The Tanker cell plans, directs, coordinates, and executes theater-assigned and attached air refueling assets. Collocates with the AOC and will normally be assigned to combat plans and combat operations to integrate air refueling assets with combat air and combat support operations. AMC provides a Tanker cell or augmentation support to establish a cell as requested by the supported theater commander. AMC elements provided to a Tanker cell are under the operational control of the theater. The Tanker cell provides theater air refueling and airlift expertise to the AFCC and AOC director (and DIRMOBFOR, as tasked).

Theater Air Mobility. Forces employed in support of a unified CINC's theater air mobility mission. These forces normally attach to the air component of a supported unified command, a subordinate unified command, or a joint task force. Mission taskings for these forces are directed in the air tasking order (ATO). When attached, these forces are managed by the Theater Air Control System. These forces will operate from permanent facilities or will be deployed to limited or bare base areas.

Theater-Assigned Mobility Forces. Mobility forces permanently assigned to the theater CINCs (For example: C-130s at Yokota AB permanently assigned to Pacific Command (USPACOM)). The SECDEF normally assigns forces to the commanders in chief in the "Forces for Unified Commands" memorandum.

Theater-Attached Air Mobility Forces. Theater-attached air mobility forces are forces assigned to augment theater-assigned air mobility forces (EXAMPLE: ACC C-130s from Little Rock AFB augmenting the air mobility forces at Kadena AB for USPACOM).

Theater Air Control System. Provides the AFCC (or JFACC) with elements to centrally plan, direct, and control theater air operations and coordinates air operations with other services. It is composed of control agencies and communications-electronics facilities that provide the means for centralized control and decentralized execution. It is the system used to complete current planning, sortie allocation, and force tasking and control. Types of missions include: counter air, air interdiction, close air support, aerospace surveillance and reconnaissance, air refueling, theater airlift, special operations, maritime operations, and other air operations are coordinated and integrated through the theater air control system. The system also provides the AFCC (or JFACC) with the facilities required for air defense and airspace control in an area of operations.

Theater Airlift Liaison Officers (TALOs). Rated officers with extensive experience in tactical airlift and airdrop operations. They are primarily assigned to Army units with high priority, short notice airborne and air mobility missions. They work with the supported commander's G-3/G-4 staff to provide advice and assistance on air mobility matters. They assist in evaluating the feasibility of proposed air mobility operations and identifying problem areas. They provide key recommendations to both the Army commander and AMC C2 agencies. They also assist in requesting tactical airlift, survey and tactical drop zones, and control certain airdrop operations.

Attachment 2

BASH PLAN FOR DEPLOYED LOCATION
XXX TALCE BASH PLAN

A2.1. Base Bird Watch Condition Codes

A2.1.1. LOW - Normal bird activity / low probability of hazard

A2.1.2. MODERATE - 5 to 15 large birds / 15 to 30 small birds in areas that represent a probable hazard to safe flying conditions

A2.1.3. SEVERE - More than 15 large or 30 small birds on or above runway, taxiways, in-field, or departure / arrival routes

A2.2. The following individuals are responsible for declaring base bird watch condition codes:

A2.2.1. TALCE Commander

A2.2.2. Ops Officer

A2.2.3. MST Chief

A2.2.4. Ops NCO

A2.3. General procedures for bird watch conditions:

A2.3.1. Post current condition code in TOC / Flight planning area

A2.3.2. Broadcast Moderate or Severe Conditions to arriving / departing aircraft with type, number and location of birds

A2.3.3. Publish Bird conditions in NOTAMS, ATIS, GDSS as appropriate

Table A2.1. Bird dispersal actions and OPR

Bird Dispersal Action	OPR

Table A2.2. Flight Operations Condition Codes

CODE	RESTRICTION
LOW	No restrictions
MODERATE	Initial takeoffs and final landings allowed only when departure / arrival routes avoid identified bird activity

	Local IFR/VFR traffic pattern activity ceases
SEVERE	Takeoffs and landings are prohibited without OG/CC (or higher) approval

A2.4. Local conditions that attract birds to the airfield and measures to reduce them:

Attachment 3

MISHAP / BIRD STRIKE PROCEDURES CHECKLIST

____ I Determine if Bird Strike in Damaging or Nondamaging

NOTE: Nondamaging is defined as $10,000 or less damage

____ A. Report Nondamaging Bird Strikes on AF FORM 853, IAW procedures outlined in AFI 91-204, para. 7.5.3

____ B. Report Bird Strikes in excess of $10,000 damage IAW procedures outlined in AFI 91-204, chap. 7

1. Class “A” - $1,000,000 or more / fatality
2. Class “B” - $200,000 or more but less than $1,000,000.
3. Class “C” - More than $10,000 but less than $200,000

____ II. Make immediate verbal report to TACC (or other controlling agency) and follow up with preliminary message outlined in AFI 91-204

____ III. Gather any bird remains and arrange for delivery to BASH TEAM

____ IV. Assist Flight Safety personnel in their investigation

Attachment 4

SUGGESTED BASH CONDITION SIGNS

Figure A4.1. Bird Watch Condition (LOW)

BIRD WATCH CONDITION

LOW

BIRD WATCH CONDITION

Figure A4.2. Bird Watch Condition (MODERATE)

BIRD WATCH CONDITION

MODERATE

BIRD WATCH CONDITION

Figure A4.3. Bird Watch Condition (SEVERE)

BIRD WATCH CONDITION

SEVERE

BIRD WATCH CONDITION